The Hong Kong Daily Press.

No. 5054 號四十五零千五第 日九初月二十年四癸治同 HONGKONG, MONDAY, 26th JANUARY, 1874. 一拜禮 號六十三月廿英 港香 [PRICE $2½ PER MONTH.

Arrivals.

Jan. 24, CONSOLATION, Brit. str., 783, Cormack, Liverpool 2nd Nov., Port Said 22nd, Suez 23rd, Aden 6th December, Galle 20th, Penang January 1st, and Singapore 12th, General.—GILMAN & Co.

Jan. 24, H.I.C.M., gun-boat CHEN-TO, G. Robertson, from Canton.

Jan. 24, ELLEN, Brit. bk., 500, H. Kindred, Newcastle, N.S.W., 6th Dec., 760 tons Coals.—CAPTAIN.

Jan. 24, TRAVANCORE, Brit. str., 1,900, A. Symons, Bombay 30th December, Galle 7th January, Penang 13th, and Singapore 16th, Opium and Sundries.—P. & O. S. N. Co.

Jan. 24, JEAN SANDS, Brit. ship, 631, Lefavour, Burrard's Inlet, British Columbia, 23rd Nov., and Victoria 26th, Timber.—AUG. HEARD & Co.

Jan. 25, LAP-TEK, Brit. str., 462, Thebaud, Manila 21st January, General.—D. LAPRAIK & Co.

Jan. 25, NINGPO, British steamer, 761, Rayner, Whampoa January 25th, General.—SIEMSSEN & Co.

Jan. 25, EGERIA, German str., 1,006, Entwizle, Hamburg 7th November, and Singapore 15th January, General.—SIEMSSEN & Co.

Jan. 25, PARADIES, Ger. bark, 356, J. Popp, Whampoa 23rd Jan., General.—VOGEL, HAGEDORN & Co.

Jan. 25, CHINA, German str., 642, P. H. Hennings, Shanghai 22nd January, General.—SIEMSSEN & Co.

Departures.

Jan. 24, H.I.C.M. gun-boat PENG-CHAO-HOI, for a Cruise.

Jan. 24, H.I.C.M. gun-boat CHEN-TO, for Swatow.

Jan. 24, GLOUCESTER, for Melbourne.

Jan. 25, DELTA, str., for Yokohama.

Jan. 25, BOMBAY, str., for Shanghai.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, JANUARY 24TH.

Mohely, for Bangkok.

Chateaubriand, for Saigon.

Passengers.

Per *Travancore*, str., from Bombay, &c.:—

For Hongkong.

From Southampton.—Comdr. Theobald, R.N., From Brindisi.—Col. Moggeridge, R.E., Mrs. Kajll and child. From Venice.—Mr. Preston. From Melbourne.—Ah Chin. From Galle.—5 Chinese. From Penang.—6 Chinese. From Singapore.—Messrs. Cooper, John Smith and Dumaresq, and 28 Chinese.

For Shanghai.

From Southampton.—Mrs. Henderson, child, and European female servant, Mr. and Mrs. Bissitt. From Singapore.—Miss D'Almeida.

For Yokohama,

From Southampton.—Mr. J. Gough, Mrs. Tijon, Miss Williams. From Suez.—Messrs. Davis and Bacon. From Bombay.—Mr. and Mrs. Hughes.

Per *Lap-tek*, str., from Manila:—

Messrs. Vidal, Remedios, Camaho, Borstel, and Schultze, 6 European deck and 200 Chinese.

Per *Consolation*, str., from Liverpool, &c.:—44 Chinese.

Per *Egeria*, str., from Hamburg, &c.:—

Messrs. F. Scharpit and C. Scheigert, and 83 Chinese.

Per *Mohely*, for Bangkok:—20 Chinese.

Reports.

The British steamer *Lap-tek* reports left Manila on 21st January, had moderate monsoon and cloudy weather with high sea throughout.

The German steamship *Egeria* reports left Hamburg on 7th November, and Singapore on 15th January, had strong N.E. monsoon and high sea up the China Sea.

The British ship *Jean Sands* reports left Burrard's Inlet, British Columbia, on November 23rd, and Victoria on the 26th; passed Sandwich Islands on 20th December; South end of Formosa on 22nd Jan., and had moderate trades and fine weather throughout; 59 days on the passage.

The British steamship *Consolation* reports left Liverpool on 2nd November; arrived at Port Said on the 18th, and left again on the 22nd; arrived at Suez on the 23rd, and left again same day; arrived at Aden on December 2nd, and left again on the 6th; arrived at Galle on the 13th, and left again on the 20th; arrived at Penang on the 27th, and left again on January 1st; arrived at Singapore on the 3rd, and left again on the 12th; had rough weather from the N.W. in the Bay of Biscay, smashing boats and other things on deck; to Port Said moderate weather; in the Indian Ocean one day's strong breeze; in the China Sea had strong gales from the N.N.E. and high sea.

The British bark *Ellen* reports left Newcastle, N.S.W., on 6th December, had moderate S.E. winds to the Solomon Islands, thence strong West monsoon with heavy squalls and rains to the Equator, which was crossed in long. 164.00 E. on January 2nd; passed Bonabe Island on the 7th, and Sopyan Island on the 12th; fresh N.E. trade winds from the Equator to the Bashee Channel; on the 21st encountered a severe gale from N. to E., with thick rainy weather and a heavy sea breaking over all, filling decks and cabin; same day ran between Mariudis and North Bashee Islands, the gale moderating in the China sea and veering to North, with fine weather.

The P. & O. steamship *Travancore* reports left Bombay on 30th December, Galle on 7th January, Penang on the 13th, and Singapore on the 16th. From Galle to Penang had fresh and strong N.E. monsoon with high head sea, and an adverse current of from 20 to 50 miles per day; Singapore to Hongkong experienced moderate and fresh monsoon with head sea till the 19th; strong monsoon with hard squalls and heavy rain, and a very high head sea, till the 23rd, thence to arrival at Hongkong moderate monsoon and fine weather, with a N.E. swell. On January 14th, passed and exchanged signals with the German iron-barque *Enid*, all well, and also a German ship, showing signal R.C.E.S., both in the Straits of Malacca, and bound S. West. On January 22nd, in lat. 15.35 N., and long. 114.50 E., passed and exchanged signals with a British double-topsail yard ship, showing 3rd P., 9,078 (Marryat's Code—pendant not quite distinguishable), bound S.S.W.

Vessels that have arrived in Europe from Ports in China, Japan and Manila.

(Per last Mail's Advice.)

Vessels.	From.	Date of Arrival.
Scoloo	Manila	Nov. 18
Ellen Rickmers	Hoilo	Dec. 1
Aurrera (s)	Manila	Dec. 3
Scottish Bride	Canton	Dec. 5
Gallery of Lorne (s)	China Ports	Dec. 8
Hector (s)	China Ports	Dec. 9

Auction Sales To-day.

LANE, CRAWFORD & Co., At 12 noon, Household Furniture, &c.

J. M. ARMSTRONG, At 2 P.M., Household Furniture, &c.

Banks.

COMPTOIR D'ESCOMPTE DE PARIS.

INCORPORATED by National Decrees of 7th and 8th March, 1848, and by Imperial Decrees of 25th July, 1854, and 31st December, 1866.

RECOGNISED BY THE INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

	Francs.	£ Sterling.
PAID-UP CAPITAL	80,000,000	3,200,000
RESERVE FUND	20,000,000	800,000

HEAD OFFICE.—14, Rue Bergère, Paris.

LONDON AGENCY.—144, Leadenhall Street, E.C.

AGENCIES.—At Nantes, Lyons, Marseilles, Roubaix, Brussels, Alexandria, Bombay, Calcutta, Hongkong, Shanghai, Saigon, Saint Denis (Ile de la Réunion,) and Yokohama.

LONDON BANKERS—UNION BANK OF LONDON.

HONGKONG AGENCY.

Interest Allowed.

On current deposit accounts at the rate of 2 % per annum on the monthly minimum balances, 2½ % subject to 15 days' notice of withdrawal; and 3 % subject to one month's notice.

On Fixed Deposits:

For 3 months 3 % per annum.
" 6 " 4 " "
" 12 " 5 " "

A. PHILIPPE, *Acting Manager.*

Offices in Hongkong: Bank Buildings, Queen's Road.

876 Hongkong, 2nd June, 1873.

THE ANGLO-CALIFORNIAN BANK, (LIMITED.)

412, CALIFA ST., SAN FRANCISCO, CALIFORNIA.

London Office.....3, *Angel Court.*
New York Agents, J. & W. SELIGMAN & Co., 21, *Broad Street.*

AUTHORIZED CAPITAL STOCK.....$6,000,000.

WILL receive Deposits, open Accounts, make Collections, buy and sell Exchange and Bullion, loan Money, and issue Letters of Credit available throughout the world.

R. G. SNEATH, IGN. STEINHART, *Managers.*

1y 1887]

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND.....1,000,000 of Dollars.

Court of Directors:—

Chairman—S. D. SASSOON, Esq.
Deputy Chairman—W. H. FORBES, Esq.

Ad. André, Esq.	Wm. Lemann, Esq.
K. R. Bellino, Esq.	Thos. Pyke, Esq.
A. F. Heard, Esq.	Hon. R. Rowatt.
A. Foss, Esq.	

Chief Manager.
Hongkong—James Greig, Esq.
Manager.
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months 2 per cent. per annum
" 6 " 4 " "
" 12 " 5 " "

LOCAL BILLS DISCOUNTED

Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, *Chief Manager.*

Offices of the Corporation,
No. 1, Queen's Road East.

tf 1062] Hongkong, 22nd October, 1873.

CONSULADO DE ESPAÑA EN HONGKONG.

COMISARIA DE MARINA DEL ARSENAL DE CAVITE.—*Pliego de condiciones bajo las cuales se saca á pública licitacion el suministro de ocho mil toneladas métricas de carbon de Cardiff y trescientas de Cok para las atencions de este Apostadero.*

CONDICIONES ESPECIALES.

1ª.—El carbon procederá precisamente de las minas del principado de Gales conocidas por las denominaciones que siguen:—

NIXON'S MERTHYR.
THOMAS'S MERTHYR.
POWELLS'S DUFFRYN.
NIXON'S DUFFRYN.
BALANCENGWENOR.
ABERDARE STEAMS COALS.
MAYNE'S MERTHYR.
NAVIGATION STEAM.
JIBOLE'S MERTHYR.
TREDEGAR.
JOSHERGILLS AVERDARE.
SOYDERWEN MERTHYR.
LLANGENNECH.
ABERCORN BLACK REM.

Cuyas procedencias garantizará el contratista presentando al hacer la entrega del combustible, certificaciones de los dueños de las minas legalizadas por el Cónsul Español del puerto de salida de los buques conductores.

2ª.—El carbon deberá presentarse en piedras de buen tamaño y de fresca estraccion, admitiéndose como polvo inevitable producido por el trasporte un cinco por ciento de la cantidad que sea recibida en piedras.

En el caso estremo de ocurrir en el momento de la entrega alguna dificultad ó desavenencia entre los delegados de la Marina y los del contratista respecto al modo de apreciar el polvo, se resolverá haciendo pasar el carbon por una criba inclinada á 45º respecto de la vertical, cuyos vanos sean cuadrados de 12 m/m de lado; considerándo se como polvo abonable en la relacion ya indicada, todo el que pase al través de esta criba.

3ª.—El carbon deberá presentarse en piedras de buen tamaño y de fresca estraccion, admitiéndose como polvo inevitable producido por el trasporte un cinco por ciento de la cantidad que sea recibida en piedras.

En el caso estremo de ocurrir en el momento de la entrega alguna dificultad ó desavenencia entre los delegados de la Marina y los del contratista respecto al modo de apreciar el polvo, se resolverá haciendo pasar el carbon por una criba inclinada á 45º respecto de la vertical, cuyos vanos sean cuadrados de 12 m/m de lado; considerándo se como polvo abonable en la relacion ya indicada, todo el que pase al través de esta criba.

3ª.—El carbon deberá presentarse limpio de perita cobriza ó de hierro debiendo ser rechazado si de las pruebas que con él se verifiquen resultase cargado de dichas sustancias en proporciones que puedan hacer un uso peligroso.

Tambien se someterá á una prueba práctica en que deberá arder sin aglutinarse sobre las parrillas entorpeciendo la corriente de aire necesario para la combustion.

4ª.—El Cok solo deberá satisfacer á la condicion de provenir de la destilacion de la hulla en hornos por los procedimientos acostumbrados, lo cual se conoce á primera vista por su testura y densidad; siendo rechazado desde luego si fuese del producido por la destilacion verificada en las retortas de las fábricas de gas.

5ª.—El precio que se fija como tipo á la tonelada métrica de carbon de Cardiff es el de 80 pesetas, y á la de Cok 140 pesetas.

OBLIGACIONES Y GARANTIAS PARA EL CUMPLIMIENTO DEL CONTRATO.

6ª.—El contratista entregará por su cuenta y riesgo en los puntos de este Apostadero que se dirán, el carbon de Cárdiff y Cok que se subastan, divididos para el efecto en dos grupos iguales en la forma siguiente:—

GRUPO 1º.

Tres mil toneladas métricas de carbon de Cardiff en el Establecimiento de Cañacao.

Mil toneladas métricas de carbon de Cardiff en la Isabela de Basilan ó en Masinlog.

Cien id. de Cok en Cañacao.

GRUPO 2º.

Tres mil toneladas métricas de carbon de Cardiff en Cañacoa.

Mil id. de id. en la Isabela de Basilan ó en Masinlog.

Cien id. de Cok en Cañacao.

La entrega del grupo 1º. la efectuará en el plazo de un año, contado desde el dia en que se le adjudique definitivamente el remate por la Junta Económica del Apostadero, y la del grupo 2º., en el año siguiente, á partir desde la terminacion del plazo para la entrega del primero. Para los efectos de esta condicion bastará que los cargamentos sean presentados dentro de dichos plazos aun cuando su entrega se verifique fuera de ellos por causas independientes de la voluntad del contratista.

De las 1000 toneladas que en cada uno de dichos dos años deben ser entregadas en la Isabela de Basilan ó en Masinlog, queda al arbitrio de la Marina señalar en cual de dichos puntos deban situarse segun la convenga.

7º.—El contratista hará las entregas con las guias correspondientes á las cuales acompañará las certificaciones de que trata la condicion 1ª.

8º.—Las pruebas y reconocimientos de que tratan las condiciones 2ª. y 4ª. se efectuarán por una comision nombrada por la Marina. Si el contratista no se conformase con sus acuerdos apelará de ellos dentro de 24 horas siguientes, y en este caso se nombrará otra comision distinta, cuyos fallos serán definitivos.

9º.—El carbon que fuese desechado por inadmisible, se considerará como no presentado por el contratista para su entrega.

10.—En el caso de pérdida de alguno de los buques conductores estará obligado el contratista á reemplazar su cargamento en el término de ocho meses á contar desde que hubiese noticia del siniestro.

Si alguno de ellos no llegase á su destino en el tiempo que ordinariamente se invierte en la navegacion y tres meses más, se presumirá su pérdida; efectuándose el reemplazo de su cargamento segun queda espresado para el primer caso.

11.—Cuando en los plazos prefijados en la condicion 6ª. no presentase el contratista los cargamentos en los puntos en que deberian ser entregados, se le impondrá una multa del 10 por ciento de su valor al precio de contrata; la misma multa se le impondrá si en los que establece la condicion anterior no hiciese la reposicion de los cargamentos á que la misma se refiere; pero si probase que los buques conductores hubiesen salido de Inglaterra con la anticipacion conveniente para llegar en tiempo oportuno, se le relevará del pago de esta última.

Si transcurridos 40 dias desde la terminacion de dichos plazos no presentase toduvia los cargamentos, se adquirirán por Administracion á su perjuicio las cantidades de combustibles que deberian comprender; siendo de cuenta del mismo contratista las diferencias por mayores precios y los demás perjuicios que resultasen al servicio; y en este caso podrá la Administracion rescindir el contrato y adjudicar la fianza en favor de la Hacienda.

12.—La descarga de cada buque se efectuará por cuenta y riesgo del contratista á razon de 25 toneladas diarias cuando menos, esceptuándose los domingos y demás dias festivos, desde que avise de estar en disposicion de efectuarla; pero la Marina le facilitará los lanchones y carros que tenga disponibles. Si por causa de la Administracion se demoran la descarga más dias de los que correspondan, se abonarán al contratista las mismas estadias que esté obligado á pagar segun la contrata de fletamento; entendiéndose que dicho número de toneladas se ha de reputar por las recibidas y no por las desembarcadas.

13.—El recibo del carbon se verificará pesándolo en básculas ó balanzas que puedan contener media tonelada, abonándose unicamente al contratista el número de toneladas recibidas de este modo; pero no las que hubiesen registrado en Aduanas el buque conductor al las que conste en su conocimiento de embarco.

14.—Los derechos de importacion, los de puerto y demás gastos que se originen serán de cuenta del contratista.

15.—El pago de los suministros que justifique se efectuará en libramiento contra la Tesorería Central de Hacienda Pública de estas Islas.

16.—Se fija como garantía provisional para tomar parte en la licitacion de la suma de 10,000 pesetas, y como fianza para responder del cumplimiento del contrato la de 40,000 pesetas; cuyas cantidades se depositarán en la citada Tesorería Central, bien en metálico ó en valores admisibles. La garantía provisional podrá tambien depositarse en la Administracion de Hacienda Pública de esta provincia, pero precisamente en metálico.

17.—Las proposiciones que se presenten habrán de comprender la totalidad de los carbones que se subastan, y las rebajas que en ellas se hagen, asi como tambien aquellas á que pudiera dar lugar en su caso la licitacion oral, se expresarán en un tanto por ciento de cada uno de los precios tipos.

18.—La licitacion tendrá lugar ante la Junta Económica de este Apostadero, en el dia y hora que préviamente se anuncie.

19.—Serán de cuenta del rematante todos los gastos del expediente de subasta, que con arreglo á la dispuesto en Real órden de 6 de Octubre de 1836, son los siguientes:—

1º.—Los que se causen en la publicacion de los anuncios y pliegos de condiciones en los periódicos oficiales.

2.—Los que correspondan segun arancel al Escribano por la asistencia y redaccion de las actas del remate, asi como por el otorgamiento de la escritura y copia testimoniada de la misma y

3.—Los de la impresion de treinta ejemplares de dicha escritura que ha de entregar el contratista para uso de las oficinas.

20.—La escritura del contrato deberá solo contener el pliego de condiciones, la fecha del periódico oficial en que se inserte, el testimonio del acta del remate, copia del documento que justifique el depósito ó garantía exigida, y la obligacion del contratista para cumplir lo estipulado.

21.—Los ejemplares de la escritura se imprimirán sin intervencion alguna de la Administracion, debiendo el contratista presentarlos salvados ya los errores de imprenta con la correspondiente fé de erratas, en la inteligencia de que le serán devueltos los que carezcan de este requisito.

22.—Además de las condiciones espresadas regirán para este contrato y su pública licitacion, las reglas de generalidad aprobadas por el Almirantazgo en 3 de Mayo de 1869, insertas en las *Gacetas de Manila* num. 4 y 56 correspondientes al año de 1870.—Arsenal de Cavite 26 de Noviembre de 1873.—*Wenceslao Cros.*—Es copia.—*Antonio Piñeyro.*

MODELO DE PROPOSICION.

D. N. N. vecino de....., en propia y esclusiva representacion (ó á nombre de..... para lo cual se halla debidamente autorizado) hace presente: Que impuesto del anuncio y pliego de condiciones inserto en la *Gaceta de Manila* num..... para la subasta del suministro de ocho mil toneladas métricas de carbon de Cardiff y trescientas id. id. de Cok; se compromete á efectuar este servicio con estricta sujecion á dicho pliego de condiciones, y á los precios marcados como tipos, ó con la rebaja de..... (expresando por letra) tanto por ciento.

Fecha y firma del proponente.

Lo que se anuncia al público para su conocimiento advirtiendo que, el dia 17 de Abril proximo venidero á las 8 de la mañana se estará á pública licitacion el servicio arriba expresado sujetandose estrictamente al pliego de condiciones anteriormente inserto y bajo el precio que se fija como tipo de ochenta pesetas la tonelada métrica de Carbon Cardiff y de ciento cuarenta pesetas la de Cok. Dicho acto tendrá lugar al dia y hora arriba designados ante la Junta Economica del Apostadero que se reunirá en la casa Comandancia General del Arsenal de Cavite.

Las personas que quieran tomar parte en la licitacion presentarán sus proposiciones en pliegos cerrados estendidos en papel del sello 3º. y acompañadas del documento de deposito para lo cual, sin cuyos requesitos no serán admisibles.

Hongkong, 12 de Enero de 1874.

El Cónsul into. de España,

15d 79] F. S. DE TEJADA.

Auctions.

FURNITURE SALE.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, *THIS DAY*, the 26th January, 1874, at noon, at the residence of the Rev. J. NACKEN, No. 20, Wyndham Street,—

All his HOUSEHOLD FURNITURE, comprising Covered CHAIRS, COUCHE, TABLES, PICTURES, LAMPS, MIRROR, Dining TABLE, SIDEBOARD, WHATNOT, CHAIRS, CROCKERY, GLASS WARE, BEDSTEADS, WARDROBES, CHEST of DRAWERS, WASHSTANDS, &c., &c.

Also,

SEDAN CHAIR and FLOWER POTS.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

12d Hongkong, 21st January, 1874.

PUBLIC AUCTION.

THE Undersigned has received instructions from A. LISTER, Esq., to sell by Public Auction, at his residence, No. 2, West Terrace, *THIS DAY*, the 26th day of January, 1874, at 2 o'clock P.M.—

The whole of his HOUSEHOLD FURNITURE, &c., comprising Drawing Room, Dining Room, and Bedroom SUITES, COUCHES and CHAIRS, PIER GLASS, CLOCKS, ENGRAVINGS, PHOTOGRAPHS, Card TABLE, Hearth RUGS, FENDER and Fire IRONS, Dining TABLE, SIDEBOARD, WHATNOT, LAMPS, Iron BEDSTEADS, WARDROBES, DAVENPORT, GLASS WARE, CROCKERY WARE, and PLATED WARE.

Also,

1 PIANO, by RUDALL, ROSE, CARTE & Co., London.

1 Revolving RIFLE, in case, with Extra Chamber.

1 Bagatelle TABLE.

&c., &c., &c.

Catalogues will be issued, and the whole will be on view on and after *Saturday*, the 24th instant.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

J. M. ARMSTRONG, *Auctioneer.*

118 Hongkong, 19th January, 1874.

PUBLIC AUCTION.

ELEGANT ENGLISH AND CANTON-MADE HOUSEHOLD FURNITURE, FINE WATER COLOURS, GRAND PIANO, BILLIARD TABLE, OFFICE FURNITURE, CHOICE WINES, &c.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, on *THURSDAY and FRIDAY*, the 29th and 30th January, 1874, commencing each day at Noon, at the premises of MESSRS. SMITH, ARCHER & Co., Praya,—

The whole of their HOUSEHOLD and OFFICE FURNITURE, consisting of—

HALL.

Carved Hat STAND, Carved Hall TABLES and CHAIRS, GASALIER, TELESCOPE on Tripod, by CALLAGHAN & Co., London.

DRAWING ROOM.

Blue Silk Covered WALNUT CHAIRS, COUCHES, Ottoman SEATS, Easy CHAIRS, Carved Walnut Centre and Card TABLES, Carved WHATNOTS, Handsome MIRROR on Marble-top Console TABLE, Handsome Mantelpiece MIRRORS, CLOCKS, Parian and Bronze STATUETTES, Silk and Lace CURTAINS, FENDERS and Fire IRONS, CARPET, a very fine Collection of WATER COLOURS, GASALIER, &c., &c.

A ROSEWOOD GRAND PIANO, BY COLLARD & COLLARD.

DINING ROOM.

Handsomely Carved SIDEBOARD, WHATNOT, Dining TABLE, CHAIRS, MIRRORS, PICTURES, Plate Glass Fire SCREEN, GASALIER and GAS BRACKETS, CUT GLASS and CROCKERY WARE, ELECTRO-PLATED and SILVER WARE, CARPET, PUNKAH, &c., &c.

BILLIARD ROOM.

An English-made BILLIARD TABLE, by THURSTON, with Marking Board, Cues, Rests, Balls, &c., Gas Billiard LAMP, CHAIRS, TABLES, &c.

LIBRARY.

Carved Book CASES, CHAIRS, Writing and other TABLES, BOOKS, MAGAZINES, well bound.

BED ROOMS.

Mahogany BEDSTEADS, Spring MATTRESSES, Handsomely Carved WARDROBES, Carved Book CASES, Mahogany Marble-top WASHSTANDS and Toilet SERVICES, Toilet GLASSES, Dressing TABLES, COUCHES, CHAIRS, Cheval GLASSES, PICTURES, GASALIERS, &c., &c.

OFFICE.

English and China-made DESKS, TABLES, CHAIRS, CLOCKS, Copying PRESSES, Book STANDS, Fireproof Iron SAFE, Stationery STANDS, Sample STANDS, FILES of OLD NEWSPAPERS, House BOAT and DAVITS.

&c., &c., &c.

Catalogues will be issued, and the Furniture will be on view on *Wednesday*, the 28th January, 1874.

The Hall, Drawing Room, Library, Billiard Room, Spare Dining Room, Stable, and Office Furniture will be sold on the First Day.

The Bed Room, Dressing Room, and Bath Room Furniture will be sold on the Second Day.

TERMS OF SALE—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

43 Hongkong, 6th January, 1874.

PUBLIC AUCTION.

ELEGANT AND SUBSTANTIAL ENGLISH-MADE HOUSEHOLD FURNITURE, GLASS WARE, PLATED WARE, ENGRAVINGS, &c., &c.

THE Undersigned has received instructions from A. COXON, Esq., to sell by Public Auction, at his residence, Robinson Road, on *MONDAY*, the 23rd day of February, 1874, at Noon precisely,—

The whole of his ELEGANT and SUBSTANTIAL HOUSEHOLD FURNITURE, comprising Drawing Room, Dining Room, and Bedroom SUITES, COUCHES, Ottoman, Easy, and other CHAIRS, TABLES, WHATNOTS, Canton Carved Blackwood CHAIRS, CURTAINS, CARPETS, Hearth RUGS, Pier GLASSES, Inlaid Penwood SIDEBOARD, Oak WAGONS, ENGRAVINGS, WATER COLOURS, PLATE, CHINA WARE, GLASS WARE, Brass BEDSTEADS, Spring and Horse Hair MATTRESSES, BOOK CASE, WARDROBES, CHEST of DRAWERS, &c., &c.

1 Iron SAFE.
PONY and TRAP.
SADDLERY and HARNESS.
A large collection of PLANTS and FERNS.

And,

Sundry WINES, STORES, &c., &c.

Catalogues will be issued.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

J. M. ARMSTRONG, *Auctioneer.*

127 Hongkong, 21st January, 1874.

Auctions.

THE OPEN STOCK EXCHANGE, *BANK BUILDINGS*, HONGKONG.

THE SEVENTH SALE of BANK, MARINE, and FIRE INSURANCE, DOCK, STEAM NAVIGATION, TRADING, GAS, HOTEL, SUGAR, and other SHARES, will be held on THURSDAY, 29th January, at 2.30 P.M. precisely.

SHARP & Co.

148 Hongkong, 26th January, 1874.

PUBLIC AUCTION.

LANE, CRAWFORD & Co. beg to announce that they have received instructions to offer for Sale at Auction, on or about 26th of February, 1874, (if not previously disposed of,)—

Forty-eight Sixty-fourths (48/64) of the American Screw Steamer

"*SHAFTESBURY*,"

well known in this port, and now running between Shanghai and Southern Ports.

The "*SHAFTESBURY*" was built by OSWALD, of Sunderland, England, in 1862. Classed 9 A 1.

Length.....200 feet.
Breadth.....28 " 5 in.
Depth of hold.....17 "
Tonnage.....524 Nett.

5 Water-tight Bulkheads.

Her Engines are a pair of Direct Acting Inverted Cylinder Engines, built by Messrs. RICHARDSON & SONS, Hartlepool Iron Works, England, in 1862.

Diameter of Cylinders..... 41½.
Length of Stroke..... 24.
Nominal Horse-power.....120.

Her Boilers, two in number, are on the Horizontal Tubular principal, having double-stop valves and connections for the working of both or either of the two. The Machinery has been recently thoroughly overhauled; there has also been put on a new spar-deck, the cabins taken from main deck, and placed on spar-deck, thus giving her an additional capacity of about Five hundred and fifty tons. Carries 13,500 piculs dead weight, or 12,000 piculs with room for a large quantity of Cotton or other light freight, or Chinese Passengers, and is particularly well adapted for the Coast trade. Speed, 8 Knots, on 12 tons Coal.

For any further particulars, apply to

LANE, CRAWFORD & Co., *Auctioneers.*

46 Shanghai, 31st December, 1873.

OFFICE OF THE CHINA TRADERS' INSURANCE COMPANY (LIMITED.)

NOTICE TO CONTRIBUTORS.

CONTRIBUTORS of business to the above Company are requested to furnish the Undersigned, on or before the 15th proximo, with a memo. of premis contributed during the year ended 31st October last, in order that the percentage on the two-thirds (2/3rds) of the profits for the said year, set aside for them, may be arranged. After the above date, the accounts will be adjusted in conformity with the books of the Company, and no alteration made.

AUGUSTINE HEARD & Co., *General Agents.*

23d 139 Hongkong, 23rd January, 1874.

CHINESE INSURANCE COMPANY (LIMITED.)

ADJUSTMENT OF BONUS FOR THE YEAR ENDING 31ST DECEMBER, 1873.

CONTRIBUTORS of business to the above mentioned Company are hereby requested to hand to the Undersigned before the First day of March next, returns shewing their contributions for the year ending 31st December, 1873, in order that their share of the divisible profits may be ascertained. Should such Contributors fail to render the returns specified, their accounts will be made up in conformity with the Books of the Company.

OLYPHANT & Co., *General Agents.*

44d 110 Hongkong, 15th January, 1874.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of 13 per cent. per annum, or $6 per share, declared at the Ordinary Half-yearly Meeting of Shareholders held this day, will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after WEDNESDAY, next, the 21st instant. Shareholders are requested to apply at the office of the Company for Warrants.

By order of the Board of Directors,

AUGUSTINE HEARD & Co., *General Agents.*

114 Hongkong, 17th January, 1874.

MACEWEN, FRICKEL & Co.

HAVE just received a SHIPMENT of BOURBON WHISKY.

14d 136 Hongkong, 23rd January, 1874.

NOTICE.

In the Estate of MAXIMIANO CORDEIRO *(Deceased.)*

ALL persons indebted to the above Estate, are requested to make immediate payment, and those having Claims against the same, to send particulars with the necessary Vouchers to the undersigned, on or before the 7th day of March next, or they will not be recognised.

A. DA SILVA, *Liquidator.*

10 134 Foochow, 13th January, 1874.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

INCORPORATED A.D. 1868.

Court of Administration.

JOH. BERENBERG GOSSLER & Co. | EMILE NÖLTING & Co.
F. LAEISZ. | WACHSMUTH & KROGMANN.

CARL WOERMANN.

Managing Director.—C. PERGES.

Agents at Hongkong.—MELCHERS & Co.

THE Company, disposing of a Capital of 20,000,000 Reichsmark, according to arrangements with and guaranteed by important German Re-Insurance Companies, is prepared to accept Risks to the extent of $65,000, and Policies will be granted by the Undersigned at the current local rates, subject to a discount of 20 %.

MELCHERS & Co.

tf 90 Hongkong, 14th January, 1874.

THE INDO-CHINESE SUGAR COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

SHAREHOLDERS are hereby notified, that in accordance with the 36th Clause of the Articles of Association of the Company, the 8th Call of Twelve Dollars and Fifty Cents per share is payable on the 31st December current, at the HONGKONG AND SHANGHAI BANKING CORPORATION.

Interest at the rate of Twelve per cent. per annum will be charged on all Calls paid *after that day.*

By order,

A. NOEL BLAKEMAN, *Secretary.*

tf 2009 Hongkong, 10th December, 1873.

FOR SALE.

EXSHAW'S BRANDY, in 1 Dozen Cases.

GILMAN & Co.

tf 2060 Hongkong, 19th December, 1873.

Intimations.

Mil id. de id. en la Isabela de Basilan ó en Masinlog.

Cien id. de Cok en Cañacao.

La entrega del grupo 1º. la efectuará en el plazo de un año, contado desde el dia en que se le adjudique definitivamente el remate por la Junta Económica del Apostadero, y la del grupo 2º., en el año siguiente, á partir desde la terminacion del plazo para la entrega del primero. Para los efectos de esta condicion bastará que los cargamentos sean presentados dentro de dichos plazos aun cuando su entrega se verifique fuera de ellos por causas independientes de la voluntad del contratista.

De las 1000 toneladas que en cada uno de dichos dos años deben ser entregadas en la Isabela de Basilan ó en Masinlog, queda al arbitrio de la Marina señalar en cual de dichos puntos deban situarse segun la convenga.

7º.—El contratista hará las entregas con las guias correspondientes á las cuales acompañará las certificaciones de que trata la condicion 1ª.

8º.—Las pruebas y reconocimientos de que tratan las condiciones 2ª. y 4ª. se efectuarán por una comision nombrada por la Marina. Si el contratista no se conformase con sus acuerdos apelará de ellos dentro de 24 horas siguientes, y en este caso se nombrará otra comision distinta, cuyos fallos serán definitivos.

9º.—El carbon que fuese desechado por inadmisible, se considerará como no presentado por el contratista para su entrega.

10.—En el caso de pérdida de alguno de los buques conductores estará obligado el contratista á reemplazar su cargamento en el término de ocho meses á contar desde que hubiese noticia del siniestro.

Si alguno de ellos no llegase á su destino en el tiempo que ordinariamente se invierte en la navegacion y tres meses más, se presumirá su pérdida; efectuándose el reemplazo de su cargamento segun queda espresado para el primer caso.

11.—Cuando en los plazos prefijados en la condicion 6ª. no presentase el contratista los cargamentos en los puntos en que deberian ser entregados, se le impondrá una multa del 10 por ciento de su valor al precio de contrata; la misma multa se le impondrá si en los que establece la condicion anterior no hiciese la reposicion de los cargamentos á que la misma se refiere; pero si probase que los buques conductores hubiesen salido de Inglaterra con la anticipacion conveniente para llegar en tiempo oportuno, se le relevará del pago de esta última.

Si transcurridos 40 dias desde la terminacion de dichos plazos no presentase toduvia los cargamentos, se adquirirán por Administracion á su perjuicio las cantidades de combustibles que deberian comprender; siendo de cuenta del mismo contratista las diferencias por mayores precios y los demás perjuicios que resultasen al servicio; y en este caso podrá la Administracion rescindir el contrato y adjudicar la fianza en favor de la Hacienda.

12.—La descarga de cada buque se efectuará por cuenta y riesgo del contratista á razon de 25 toneladas diarias cuando menos, esceptuándose los domingos y demás dias festivos, desde que avise de estar en disposicion de efectuarla; pero la Marina le facilitará los lanchones y carros que tenga disponibles. Si por causa de la Administracion se demoran la descarga más dias de los que correspondan, se abonarán al contratista las mismas estadias que esté obligado á pagar segun la contrata de fletamento; entendiéndose que dicho número de toneladas se ha de reputar por las recibidas y no por las desembarcadas.

13.—El recibo del carbon se verificará pesándolo en básculas ó balanzas que puedan contener media tonelada, abonándose unicamente al contratista el número de toneladas recibidas de este modo; pero no las que hubiesen registrado en Aduanas el buque conductor al las que conste en su conocimiento de embarco.

14.—Los derechos de importacion, los de puerto y demás gastos que se originen serán de cuenta del contratista.

15.—El pago de los suministros que justifique se efectuará en libramiento contra la Tesorería Central de Hacienda Pública de estas Islas.

16.—Se fija como garantía provisional para tomar parte en la licitacion de la suma de 10,000 pesetas, y como fianza para responder del cumplimiento del contrato la de 40,000 pesetas; cuyas cantidades se depositarán en la citada Tesorería Central, bien en metálico ó en valores admisibles. La garantía provisional podrá tambien depositarse en la Administracion de Hacienda Pública de esta provincia, pero precisamente en metálico.

17.—Las proposiciones que se presenten habrán de comprender la totalidad de los carbones que se subastan, y las rebajas que en ellas se hagen, asi como tambien aquellas á que pudiera dar lugar en su caso la licitacion oral, se expresarán en un tanto por

"THE CHRONICLE & DIRECTORY" FOR 1874.

NOW READY.

THIS Work, now in the TWELFTH year of its existence, is ready for delivery.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1874" has been further augmented by a

CHROMO-LITHOGRAPH OF A PLAN OF THE CITY OF CANTON, THE FOREIGN SETTLEMENTS OF SHANGHAI,

A Chromo-Lithograph Plate of the NEW CODE OF SIGNALS IN USE AT THE PEAK;

also of

THE VARIOUS HOUSE FLAGS (*Designed expressly for this Work*)

MAPS OF HONGKONG, JAPAN, and of the THE COAST OF CHINA;

ALSO, THE

NEW CODE OF CIVIL PROCEDURE—HONGKONG;

besides other local information and statistics corrected to date of publication, tending to make this work in every way suitable for Public, Mercantile, and General Offices.

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Yokohama.....Messrs. LANE, CRAWFORD & Co.
" .....Mr. C. D. MORSE *Japan Gazette* Office.
Manila.....Messrs. J. DE LOTZAGA & Co.
Singapore.....*Straits Times* Office.
London.....Mr. F. ALGAR, Clement's Lane.
" ..... GEO. STREET, 30, Cornhill.
" .....Messrs. BATES, HENDY & Co.
San Francisco, Mr. L. P. FISHER, 21, Merchants' Exchange.
New York.....Messrs. S. M. PETTINGILL & Co. 37, Park Row.

NOW READY.

BOUND VOLUMES OF the TRADE REPORT for the year 1873. Price $10. Apply at the *Daily Press* Office.

Hongkong, 21st January, 1874.

BIRTHS.

On the 6th Dec., at 27, Dunstanville-terrace, Falmouth, the wife of G. J. W. COWIE, of Shanghai, of a daughter.

On the 9th Dec., at Sandridge Bury, St. Albans, the wife of C. A. WHITE, commander in the P. & O. Company's service, of a son.

MARRIAGE.

On the 28th Oct., at Northwood Church, Isle of Wight by the Rev. Charles E. Seaman, M.A., WALTER LINCOLN ODELL, of Foochow, China, to AGNES ALICE (Bunny), fourth daughter of Thomas Parker Mew, of West Cowes, Isle of Wight.

DEATH.

On the 19th Nov., at Landadowne-crescent, Notting-hill, F. A. RANGEL, formerly of China.

The Daily Press.

HONGKONG, JANUARY 26TH, 1874.

ALTHOUGH not involving any very important considerations, either of principles or of fact, the cargo-boat case which was decided by the CHIEF-JUSTICE sitting in Summary Jurisdiction, on Saturday, is interesting, from the frequency with which the circumstances which gave rise to the action are likely to occur, where cargo-boats are largely used as a means of loading and discharging vessels. The simple point at issue was whether the proprietors of a cargo-boat which took a load off from the steamer *Yangtsze*, should be held responsible for the loss of some of the bales, or whether that loss should fall upon Messrs. SIEMSSEN & Co., who, as agents for the vessel, employed the cargo-boat. Two grounds were taken up by the defendant for throwing the responsibility from himself; first, that the officers of the vessel forced him to take more cargo than should properly have been placed on the boat; and secondly, that the accident resulted from what in legal parlance is known as the act of God, or in ordinary language, an unavoidable accident. After giving a commendably patient hearing to the case, the CHIEF-JUSTICE decided it in favour of the plaintiffs, expressing some regret at being compelled to come to that conclusion, which, however, was the only one justified by the circumstances.

This decision, of whose soundness very little doubt can be felt, is of value as showing the responsibility which attaches to cargo-boat proprietors. It is perhaps a subject for astonishment that such a case has not arisen before, seeing the extent to which cargo-boats are ordinarily laden. There is no question that it is the duty of the boatmen to see to the safe and proper lading of their craft. If it were once admitted that a cargo-boatman could get clear of the responsibility which attaches to him as a common carrier, simply by declaring that he was persuaded to take more cargo than his own prudence led him to consider as safe, those who employed cargo-boats would be deprived of a very necessary guarantee for the carefulness of the persons to whom they entrusted their goods. The nature of the respective operations on board a ship and a cargo-boat assisting to discharge her, will make this point perfectly clear. The object of the officers of the ship is to keep a constant supply of cargo ready at the gangway, and, in fact, to be prepared to give the cargo-boats as much as they will take. This is their clearly defined position, and it cannot be taken as an indication that they are even accessory to overloading a boat because they offer more cargo than she can safely carry. How much she will take is a point which the cargo-boatman has to decide. It is clearly his duty to receive that quantity and no more, and he must be held responsible if he exceed such quantity, more especially if, as appeared to be the fact in the present case, the immediate cause of an accident is the absence of adequate lashing or other precaution to secure the cargo. The responsibility of the ship with regard to cargo ends when it has passed over the side, and if the boat takes the cargo, its responsibility begins at that point.

The ground that the accident resulted from the act of God, was one of a more tenable nature in itself, but the circumstances of the case did not bear it out. The day was somewhat rough and gusty, but it did not appear that there was any sudden uprising either of wind or sea at the time of the accident, so that there was nothing which could not have been foreseen and provided against at the time the boat received the cargo, and started on her journey for the shore. The nature of what is an "Act of God," is always a point for much legal controversy. In a case which arose some two or three years ago, the matter was left for appeal for a decision as to whether the circumstances amounted to an "occurrence" on an "accident"—a fine enough point to puzzle the astuteness of the highest legal authorities. The principle, however, is tolerably clear. The legal mind attributes to the act of God occurrences of an exceptional or unexpected character, such as, in fact, are unavoidable, or as cannot be foreseen and so guarded against. In this case, there was clearly nothing which ordinarily prudence could not have anticipated, and consequently even if a slight squall or other incident arose, sufficient to cause some of the cargo of the boat to fall off, the boatman could not plead this as an excuse, unless he could show that he had taken precautions against all that might be reasonably expected to occur under ordinary circumstances. This he had clearly omitted to do, and the fact was to some extent admitted by the first plea, to the effect that he had been coerced or unduly induced, by the officers on the steamer to overload his boat. If the boat was overloaded, the accident must presumably be attributed to that overloading, and the matter, therefore, became really narrowed to the question, who was responsible for the proper loding of the cargo-boat, and as above shown, there can be no doubt that this responsibility rested with the boatman. If he considered his boat was overloaded, he should have refused to start on his journey until he had had the surplus cargo removed, by being either taken back into the steamer or placed in another boat.

The steamers *Thales* arrived at Shanghai on the 23rd inst., and the *Ambrose* left that day.

The Privy Council has heard the appeal against the decision of the Hongkong Court in the case of the collision between the P. and O. steamer *Geelong* and the sailing vessel *Glint*, and decided against the P. and O. Company, with costs.—*London and China Express*

The *Gazette* of Saturday notifies that the Hon. C. C. Smith, and Messrs. Price and Thomsett, have been appointed by H.E. the Governor as a committee to enquire into the advisability of granting permission to the P. & O. Company to erect a pier opposite Marine lots No. 71, 71a, 72 and 72a, and that any persons having objections are to give notice to the Surveyor-General before the 28th inst.

The *Gazette* also notifies that, from and after this day, public traffic will be stopped through that portion of the Queen's Road East commonly known as Wanchi Gap, but the traffic will be re-opened a day before the Hongkong Races.

An error was made in Saturday's paper in stating the time at which the *Aura* passed the line. It should have been 1h. 54m. 25sec., instead of the time stated. The line was passed by the Yachts as follows, according to the official time:—

Naiad.....	1 h. 53 m.	0 sec.
Wave.....	1 h. 54 m.	2 sec.
Aura.....	1 h. 54 m.	25 sec.

We are authorized to state that in consequence of the receipt of the news, by telegraph, of the marriage of H.R.H. the Duke of Edinburgh to H.I.H. the Princess Marie Alexandrowich of Russia, to-morrow, the 27th inst., will be observed as a holiday in the public offices. The ships of war in harbour will be dressed, and Royal salutes fired. A review of the troops will also take place during the afternoon.

The *Singapore Times* of the 9th instant has the following:—Considerable anxiety has been felt for some time past as to the fate of three vessels, which left this port with cargoes of timber for China; and as no tidings have been heard of them, it is pretty certain that they have been lost. We have, therefore, gathered the following particulars for the information of the friends of the captains, officers and crew, and others interested in the fate of the vessels. The British barque *Norna*, 296 tons, Captain Bierman, owned by Tan Keng Siang, of Singapore, left this port on the 9th or 10th August last, for Shanghai direct, with timber. She called into Amoy, and left again on the 5th September for Shanghai, but never reached her destination. Capt. Langlois, of the barque *Ellen Lewis*, which arrived here on the 2nd inst. from Amoy, heard in that port, through his crew, of three of the lascars of the *Norna*, who had, it was said, been picked up from the wreck of that vessel; all his inquiries, however, proved unavailing to find them out, and the truth of the story is therefore unknown. The *Norna* was insured for about $7,000, and the cargo for about $12,000 to $13,000—nearly $20,000 in all. There was a heavy typhoon on the China coast shortly after her departure from Amoy, in which she was probably lost. The following is a list of her crew:—

H. L. Bierman, master; Thomas Hendon Major, mate; 1 serang, 1 tindal, 12 native seamen, 2 Chinese cooks, 1 Chinese carpenter.

The second vessel is the British schooner *Hector*, 203 tons, Captain Parker, owned by the captain, which left this on the 28th September last for Hongkong, with timber, and has not since been heard from. The schooner was insured for $3,500. The cargo was owned in Hongkong, and was not insured in Singapore. The crew was as follows:—

Geo. Parker, master; Augustus W. Thimelton, mate; 1 serang, 8 native seamen, and 3 Chinese.

The third vessel was the ship *William Chandler*, 834 tons, Captain Sauberlich, which left this on the 3rd October last, also for Hongkong, with timber, and has not since been heard of. It was understood, however, that the *William Chandler* intended to take what is known as the Eastern passage, in which case there is a possibility that she may yet be safe, through now more than three months out. The ship and cargo were owned by Messrs. See Bong Lin & Co., and were fully insured. Her crew consisted of:—

J. G. Sauberlich, master; Frederick Somerville, mate; John MacDonald, second mate; 1 serang, 3 tindals, and 11 seamen.

The death is announced of Miss Maria Waithman, daughter of Alderman Waithman, the recipient of the handsome legacy left by the crossing-sweeper, who had established himself for many years in front of the house at the corner of Fleet-street and Bridge-street, and left a good hoard of golden guineas to the young lady who had so often rewarded him with food, small coins, and pleasant smiles.

UNSELFISH LOVE.—Wherever unselfish love is the mainspring of men's actions, wherever happiness is placed, not on what we gain for ourselves, but on what we can impart to others; wherever we place our highest satisfaction in gratifying our fathers and our mothers, our sisters and brothers, our wives and children, our neighbours and friends, we are sure to attain all the happiness which the world can bestow.

SUPREME COURT.

24th January.

IN SUMMARY JURISDICTION.

BEFORE THE HON. CHIEF-JUSTICE SMALE.

SIEMSSEN AND OTHERS v. TAI-WAN KUN, $200.00.—The hearing of this case was resumed again to-day, Mr. Brereton appearing for plaintiffs, and Mr. Sharp for defendant.

Lee-a-kow, a boatman, said he was employed in defendant's boat on the 18th December last. They went to the *Yangtsze*, and were employed in taking cargo there. Knew Chun-a-yeu, and saw him on board the cargo-boat. The cargo was piled up till it reached the bottom of the sail. It was not the ordinary way, but Chun-a-yeu said that as it was light cargo it did not matter. The ordinary way would be to pile it up a little above the gunwale. Heard his master say to Chun-a-yeu, "Don't put any more on board; it is blowing fresh." Chun-a-yeu answered, "No fear, put them in." There was an easterly wind blowing, and the tide was against them. There were two bamboos fastened outside the cargo, and two ropes over it. They did not put ropes round cargo in calm weather. On their way to shore they passed a large boat with all sails set, which took the wind from the cargo-boat, and then a sudden gust of wind caught them, and some of the cargo slipped off.

Mr. Sharp said his case was as he had already put it to his Lordship. In the first place, he contended that it was the "act of God." With reference to the stowage, they had it in evidence that it was packed in the ordinary way, and more caution was taken in securing it than would have been the case in fine weather. Then, again, the shippers, or plaintiffs, had their own stevedore, who looked after the cargo, and gave directions with reference to it. Besides, it was no advantage to defendant to take a large cargo, and they had it in evidence that he had objected to his boat being overloaded. There was no evidence of ordinary neglect on part of defendant, and even if there had been, the cognisance of plaintiffs' servants would have relieved him of the responsibility.

Mr. Brereton was going to reply on the case, but his Lordship said it was quite unnecessary.

His Lordship then said that he had made a suggestion yesterday, which he thought would have been satisfactory, but it had not been so. He referred to several cases in point which had been cited, and said that even assuming for the moment that the weather was stormy, the question was whether the defendant took all the precautions, which under the circumstances, he was bound to take. He was of opinion that he did not. With regard to what had been said about plaintiffs' servant being present, and urging the defendant to take an extra cargo in, it was the captain's duty to have said that he would take no more in than he knew he could manage; or, if so, to have agreed with the consignee to take the risk of it. He was also of opinion that there was bad packing, and that from defendant's previous account of himself he had not had experience enough to take the helm, for he should have been prepared, and have known what to have done, in passing a junk and having the wind taken out of his sails. Defendant's case was that the weather was gusty, the *Gazette* stated that there was a fresh breeze, and that it was fine. He (his Lordship) was of opinion that the loss was not caused by the "act of God." There was bad package, and the weather was such that defendant ought to have provided against any likelihood of an accident. He must know that he was responsible for the goods he carried, and he (his Lordship) was anxious that the Chinese boatmen generally should understand that in similar cases they were not to get off by any excuses, unless they could show that they had not in the slightest degree, by the absence of taking every possible precaution, contributed to it. It was of great importance that the boat population should know that they had a great responsibility, and were insurers, so to speak, when they were carriers of goods. He was sorry to give a verdict against defendant, but he was bound to do so, and would give judgment for plaintiffs for $160 and costs.

IN PROBATE.

In the goods of WONG KWONG-TEEN.—Mr. Brereton applied for letters of administration in this case, on behalf of Ow-yong-un-tee, and Wi-ko-po. Ordered to stand over to allow the Registrar-General to report as to whether the petitioners were residents in the Colony, the valuers in the meantime to reconsider their valuation.

In the goods of JOHN ROGERS, WILLIAM KILLEY, THOS. WELSBY and JAS. EDWARD TOPPIN, deceased.—Application by the Official Administrator for letters of administration.—Granted.

POLICE INTELLIGENCE.

24th January.

BEFORE F. W. MITCHELL, ESQ.

STEALING A LAUNDRY IRON.

Lui-a-choy, master of the Cheung-kee washerman's shop, in Tai-wong-street, charged an ex-washerman, late in his employ, named Wong-wai-wan, with stealing a laundry iron from his shop, on the evening of the 22nd inst.

Complainant stated that a few days back he discharged the defendant, but allowed him to reside on the premises at his request. On the 22nd instant, at 8 p.m., he saw the defendant leave the shop with a cotton quilt belonging to himself, but did not suspect him of anything at the time. The next morning he went to look for a laundry iron, which was under defendant's bed a few minutes before the defendant went out the night previous. He went round to the pawnshops, and found the iron had been pawned at the Cheung-woh shop by a small boy. He believed that defendant took the iron away.

Chow-a-shing, accountant in the Cheung-woh pawnshop, stated that at 9.30 on the 23rd inst. a boy brought the iron produced to the shop to pawn. He loaned $1.10 on the iron. The boy gave his name as Chow-a-sam, residing at Wanchi. He would not know the boy again, as he was too small, and the counter being too high he could not see him. He did not know the defendant.

Defendant said he was a partner with the complainant, the complainant finding the capital, and (he) defendant the labour. After some time he wished the complainant to square up, and have the agreement drawn out, when complainant disputed the partnership. He did not take the iron. Why he should pledge his own property; the iron was as much his as the complainant's?

Defendant was bound over in one surety, $10, to appear in 14 days, if called on.

IMPUDENT ROBBERY FROM THE PERSON.

The case in which one Lee-fook-sum, a stone-cutter, residing in Third-street, Seyingpoon, was charged with two others not in custody, with stealing from a married woman, named Lum-a-kow, residing in Woi-on-lane, the sum $28.30 in money, and clothing valued $3.50, on the 14th, came on again, having been remanded.

Complainant stated that her husband was a stone-cutter, named Lee-a-sam. On the 14th instant, at 9 a.m., she had six pigs carried from her house to the Yeung-shung-toong pig lan, at West Point, and sold for $28.30. She received the money in notes and silver. Twenty-eight one dollar notes, and thirty cents in ten cent pieces. She wrapped up the money with the bill in paper, and placed it in the breast pocket of her jacket. She then returned home. Immediately on her arrival at home, the defendant, whom she knew, came in, and said to her, "You have sold your pigs to-day, have you not?" She answered in the affirmative, when the defendant asked her if she would lend him $10 or so. She answered that she could not, as she had sold her pigs to pay her debts. The defendant then left the house, and in five minutes afterwards returned accompanied by two men, named Lee-a-look and Lee-a-loong, whom she knew before. Lee-a-look closed the street door, at which time she was in her room opening the box to place the money in. The defendant went to the kitchen and procured a chopper, and with it came to her room with Lee-a-loong. The defendant aimed the chopper at her with one hand, and with the other he held a carrying pole, same produced, and said, in a threatening manner, "If you make a noise I will kill you." The defendant put down the pole and put his hand in her pocket, holding the chopper over her with the other. She struggled with him, and wanted to push off his hand, but Lee-a-loong seized hold of her hands, and the defendant took the money out from her pocket. After which Lee-a-look opened the door of the house, and all three men ran away, the defendant taking her money with him, which he had placed in his breast pocket, in the same way as she had wrapped it up. She went out then in pursuit of the defendant and the other two men, calling out thief, but she lost sight of them. She then, between 10 and 11 a.m., went to the Police Station at West Point, and made a report. The defendant did not strike her. He merely took hold of her, threatened her, and took the money from her. Immediately after making her report two police, Sergeant Dodd and Chinese constable Sum-a-kow, went with her to defendant's house in Third-street, to look for him, but he was not there. The same evening a Chinese constable came to her house, and enquired about the matter. At 7 p.m. on the 19th instant the same Chinese constable came to her house, and made a statement to her, in consequence of which she went with him to the defendant's house, and saw him there. The defendant, as soon as he observed her, ran away. He was pursued by the constable and captured. She had not seen the other two men, Lee-a-look and Lee-a-loong, since. She had known the defendant as the friend of her husband for twelve months. Her husband had gone to Shanghai. He went three months ago; this the defendant knew.

Inspector Orley stated that the bill produced was found on the defendant.

Complainant further stated that she also missed from her house three pairs of cotton trowsers, one woollen jacket, and one white jacket, but she did not know who took those. Her cook was in the house at the time, and saw all that took place. Previous to the defendant's capture on the evening of the 19th inst., she saw the defendant in Woi-look-lane, and directly he saw her he ran, and she saw something drop from him; she picked it up, and found that it was two pawntickets wrapped up, and dated the 14th instant, relating to one woman's jacket, one shirt, and one pair of trowsers in one ticket, and two pairs of trowsers in the other. She has seen all the things at a pawnshop, and identified them as her property.

Lee-a-yee, a male adult cook to the complainant, stated at 7 a.m. on the 14th instant the complainant went out to collect pig wash. At 8 a.m. the defendant, accompanied with two men, named Lee-a-look and Lee-a-loong, came to the house. Lee-a-look said, to him if he had not prepared the morning meal, he had better go and cook the rice. He went and cooked the rice, and having finished, he found the defendant and the other two men were gone. The complainant then returned, and himself and complainant took their morning meal. The complainant then took away her pigs to sell, at 8.30 a.m., and returned at 10 o'clock the same morning. The complainant said she missed some clothes. The defendant and his two companions again came. The two men with him pushed him (witness) out into the street, saying, "You go out." They then closed the door. In about one hour's time he returned, and the complainant told him that she had been robbed of $23.30. He knew complainant had some money in notes, because she told him so. He left the house because he was afraid.

Inspector Orley said he was afraid this witness had been threatened by the defendant and his accomplices, as he was very unwilling to come to Court to give evidence, and he had to take great care of him to prevent him from running away.

Witness, resuming evidence, said when he left the house, he left the defendant, Lee-a-look, and Lee-a-loong in the house with complainant. He had known the defendant three months. He knew the other two men, Lee-a-look and Lee-a-loong.

Lobanton, Chinese constable No. 265, deposed that at 5 p.m. on the 14th instant he was on duty in Third-street, when he heard that a woman named Akew had been robbed in Woi-on-lane. He went and found the house, and saw the complainant, who gave him all information. On the evening of the 19th himself and other constables went to defendant's house, and saw the defendant there. He went and acquainted the complainant, who accompanied him to the house, and identified him. The defendant on seeing her, ran, he gave chase and caught him. He asked the defendant why he ran; had he robbed the complainant of money that he should run away? The defendant answered that he had not, but two other men, named Lee-a-look and Lee-a-loong, robbed her, and that they had gone away, one to Sam-sui-poo and the other to Ho-nam. He saw the defendant searched, and saw the bill produced taken from his purse.

Chun-tai, the accountant of the Kong-hon pawnshop, in Queen's-road West, deposed that the two pawntickets produced were issued from his shop, one for two pairs of trowsers, the other for a woollen jacket, one white jacket, and one pair of trowsers. He could not say whether the defendant pawned the things; it was a man of similar stature and appearance. It was on the 14th instant when the first was issued, and the other was issued a little later in the day.

The complainant, recalled, identified the whole of the clothes produced as those she missed on the morning of the 14th instant.

Cheung-a-kam, accountant of the Yeng-cheung pig-lan, West Point, deposed that the bill produced was issued by him on the morning of the 14th instant, at 9 o'clock, to the complainant. It was receipted for $28.30. He delivered $28 in one dollar notes, and 30 cents in ten cent pieces, for pigs sold by complainant to the lan. He did not know the defendant, and did not see him near when he paid the complainant the money.

The defendant, who throughout asked no questions of any of the witnesses, was told that his case was one which would have to be sent to the Supreme Court, and the usual caution being given, he preferred to make his defence at once. He denied the charge; he had never taken the money; the charge was false; he believed the complainant first made a report at the station that she was robbed of her pigs, and she now charged him with robbing her of money.

The defendant was then committed for trial at the Criminal Sessions of the Supreme Court.

HIGHWAY ROBBERY WITH VIOLENCE.

Inspector Batten, in charge of Yow-ma-tee, charged a coolie named Leung-a-kee, with highway robbery with violence on the 22nd instant, near Muk-tow-chung. The Inspector asked for a remand, as the complainant was not able to attend, in consequence of his wounds, which were stabs in the side. He was positive he could bring home guilt to the defendant, and would be ready with his case on Monday (this day).

The case was accordingly remanded.

THREATENING TO STAB.

The case in which Chun-hip-lee, master of the Hip-lee opium shop, charged Cheong-hoong-kok, master of the Fob-a-shing opium shop, both at Stanley, with threatening to stab him, came on again.

Mr. Wotton appeared for the prosecution.

Inspector Duggan stated that on the 5th December a report was made to him by the complainant, and he sent a party armed to the complainant's house to guard him till the gate was closed. The complainant on that afternoon, at 3 o'clock, came to the station and gave him instructions to be more vigilant in his duty in the village, and to instruct the rest of the force thereto do likewise, as some ill disposed person had threatened to take his life away. The same evening the complainant said it was the defendant, and he did not know why, as he had never done him any harm. All went well after, as he promised to protect him. On the 6th instant the theatricals were at Stanley, when complainant again complained. He at once reported the matter to Captain Deane, who instructed him to warn the defendant not to interfere with the complainant. He accordingly warned the defendant, and he made answer that he did not want to interfere. On the night of the 6th, Captain Deane sent out to Stanley a long boat containing twelve armed Chinese, and two armed Europeans, and they remained there till the 11th instant. He knew no more till a warrant was issued for the apprehension of the defendant. He had known the defendant for fifteen months in the village, and never knew him to do any harm. The defendant was a peaceable man, and one he did not think would attempt to break the law as alleged; to a moderate degree he was passionate, but not enough to take up a knife to stab.

To Mr. Wotton, witness said he never saw defendant in a violent temper; he had seen him abusing Chinese. He did not think him so bad as the generality of Chinese. He would not say defendant was a mild, inoffensive man.

In answer to defendant, witness said when a man named Chee-kai-sui made a complaint to him about the complainant having extorted money from him, he, defendant, likewise made a report that complainant's wife had assaulted him.

To the Court: The woman was an old one, and could not have assaulted defendant very seriously.

The case was then remanded till this day (Monday), to allow the defendant to produce his mother as a witness.

An old lady has died at the Garth, near Llangollen, age 100 years. Her mother died at the age of 103; her husband died a few years ago at the age of 90.

LATE TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

LONDON, 24th January, 1874.

THE MARRIAGE OF H.R.H. THE DUKE OF EDINBURGH.

The marriage of His Royal Highness the Duke of Edinburgh to Her Imperial Highness the Princess Marie Alexandrowich, at St. Petersburg, took place on the 23rd instant, in the afternoon. Magnificent ceremony was observed on the occasion. The marriage according to the Greek ceremony was performed first, and the English ritual was gone through afterwards. A grand review was held in honor of the occasion, and festivities and illuminations will last for three days in the city of St. Petersburg. The Royal couple will, in the first instance, visit Moscow, and are expected to arrive in England about next March.

THE TICHBORNE CASE.

Lord Chief-Justice Sir A. Cockburn has fined Mr. Whalley, M.P., £250, for contempt. Mr. Whalley refused to pay it, and was accordingly conveyed to Holloway Prison.

Hongkong, 25th January, 1874.

CRICKET.

On Saturday last the members of the Hongkong Cricket Club got up a match amongst themselves, A to L playing M to Z, but the arrival of the mail prevented more than nine men playing on each side.

Several new hands showed very good cricket, but the first half of the alphabet were finally too strong for their adversaries, and they won on the first innings by 32 runs. The following is the score:—

A TO L.

T. Church, c Salway, b Young	7
R. Innes, b Young	1
C. B. Griffith, b Taylor	15
J. R. Anton, c Welsh, b Watson	11
A. P. Handley, c Stevens, b Young	11
C. F. Caldwell, b Taylor	6
H. Foss, not out	27
Private Lynch, 80th, c Stevens, b Young	0
Gunner Crouch, R.A., run out	5
B 9, l b 1, w 7	17
	100

M TO Z.

D. Welsh, b Griffith	11
H. H. Taylor, b Caldwell	3
W. S. Young, run out	8
J. O. Sherrard, c Handley, b Caldwell	3
W. Salway, l b w, b Caldwell	1
J. Y. V. Shaw, l b w, b Griffith	12
P. Rhodes, run out	8
H. A. Watson, b Handley	11
E. W. Stevens, not out	0
B 5, l b 5, w 1	11
	68

MANILA.

We learn from a correspondent that the S.S. *Lap-lah* arrived on the 13th instant, bringing winning lottery tickets from China to the value of $61,000 for the month of December. 370 Chinese passengers were brought over, all doubtless eager to make their fortunes. In this place, their peaceful and industrious habits insure them at all times constant employment; this, with the full protection they enjoy, induces large numbers to settle here for life, as they are at least freed from the tyranny of Mandarin squeezes.

We are now enjoying the most delightful weather, thermometer ranging from 70 to 80. To fully realize how much this weather is appreciated, one must have passed the entire Summer in this city.

The *Straits Times* brought by the last French mail was forbidden circulation, as it contained matter not fit to place in the hands of any intending insurgents to read.

A party of five had some very excellent sports during a week spent on the mountain—110 deer, 8 wild buffaloes, and 3 wild pigs, were brought down. For snipe and small birds the season is getting well advanced. Coffee is steadily advancing, the present price being $23. The crops are very inferior and scarce. Cigars continue high, and not of good value; cheroots are dear, but they are of better quality.

KILLING A TIGER WITH A SWORD.

A correspondent writes to the *Madras Standard* from Tinnevelly:—I have to inform your readers of a very strange occurrence that took place not long ago. In the village of Kalungvelai in the Tenkarai Taluq, a man-eater was found to have taken up its abode. When two persons were passing by the tank, instantly the tiger pounced upon the first man, and laid him flat on the ground. Before the other could get assistance, the beast had finished his work. Startled by the crowd that came, he left his prey and got up a tree hard by. In a short time the injured man expired. On the next day the man-eater severely wounded two persons who tried to oppose him. The inhabitants of some of the adjoining villages, counting among them the murderous Maravers, collected together with swords and cudgels, and while he (tiger) was turned aside by something purposely meant to distract his attention, a brave Marava inflicted a heavy stroke, which, of course, was followed by several others, under which the terrible animal succumbed. It seems the Marava received a reward of Rs. 21 for his bravery. Tigers are not rare in this district. They mostly abound and commit dreadful damage to cattle in the chats.

JUDICIAL COMMITTEE OF THE PRIVY COUNCIL.

(*London and China Express.*)

Rona v. Ava.

On the 6th December, Sir Barnes Peacock delivered judgment in the case of the *Rona* and the *Ava*, which was an appeal from the Vice-Admiralty Court of Hongkong, in actions brought for a collision in the China Sea, which resulted in the sinking of the *Rona*, and a fearful loss of life. The Vice-Admiralty Court held that the *Ava* was not to blame, but the *Rona*, from the great speed with which she was proceeding.

Sir Barnes Peacock went over the principal facts, and said their lordships would advise Her Majesty that the decree of the Court below be reversed, and that both vessels were to blame for the collision, and as that was the case, each party pay its own costs.

ROLLS' COURT.

Comptoir D'Escompte de Paris, v. Consolidated Bank (Limited).

This was a suit (heard on the 5th Dec.) to recover £2,500 from the Consolidated Bank. In August, 1870, the plaintiffs, who carry on business as bankers in Paris and London, were the holders of two bills of exchange, accepted by Messrs. Vecchj and Navone, of London, and of the bills of lading against which the same bills were drawn. It was alleged by the plaintiffs, and not denied, that according to the custom of London, acceptors of bills of exchange which are accompanied by bills of lading, and on that account are called "document bills," are entitled to retire such bills before maturity on payment of the amount due, less discount. In pursuance of this custom, Messrs. Vecchj and Navone gave to the plaintiffs a cheque on their bankers, the Consolidated Bank, for the amount owing, less discount, and received back their bills with bills of lading annexed to them. On obtaining the bills of lading, Messrs. Vecchj and Navone forthwith raised £2,500 on them, and paid that sum to their general credit with the Consolidated Bank. In the course of the same day, but before Messrs. Vecchj and Navone's cheque was presented, the Consolidated Bank transferred from Messrs. Vecchj and Navone's general account, which happened to be in arrear, a considerable portion of the sum in question. The plaintiffs insisted that the proceeds of the bills of lading must be treated as specifically appropriated to meet Messrs. Vecchj and Navone's cheque, and that the Consolidated Bank having, as they alleged, notice of their dealings with Messrs. Vecchj and Navone, could not avail themselves of their general lien as bankers. The Consolidated Bank, however, by their answer, denied notice, and insisted that their general lien was not affected.

The Master of the Rolls, without calling on the counsel for the Consolidated Bank, held that the plaintiffs had failed to make out their case; that the bank had no notice of the dealings between Messrs. Vecchj and Navone and the plaintiffs; and that there was no foundation for a charge of fraud which had been made against the bank, and their then manager, Mr. Massey, and dismissed the bill with costs.

HOME AND CHINA AFFAIRS.

(*From our London Correspondent.*)

LONDON, 12th December, 1873.

GENERAL.

The only item of home politics which I know of is the Conservative victory at Exeter. Sir J. Coleridge, the ex-Attorney-General, was one of the representatives of Exeter, and of course his seat became vacant on his elevation to the Bench. The Liberals started Sir Edward Watkin, a railway magnate—the Conservative candidate was a Mr. Mills, whose family has much local influence in the neighbourhood. An antagonism is springing up between the public and the railway interest, and as Sir Edward Watkin is one of the hardest-headed of his tribe, I do not marvel at his defeat. Men of his stamp are a great bane to the country, and must be put down. They get up Railway Bills, showing how greatly the public will benefit by what they propose to do, and make it appear that they are solely actuated by a desire to benefit their fellow-countrymen. They always manage to make their schemes suit the interests of landholders, and they naturally attract to their side lawyers, contractors, capitalists, and the like, so that the section of the public adverse to their measures stand no chance against them in the legislature. Their bill being secured, has the form of a statute—they knock down houses, tear up streets destroy the good will of tradesmen, and ride roughshod over whom they please. He must be a courageous man who will cross swords with them in a Court of Law, for they do not spend their own money, and the lawyers they employ require some bones to pick. Their railway compatriots, they laugh at the public, and reply to their complaints by taunts. The system is becoming intolerable, and the more the public complain, the more antagonism do these mock philanthropists display.

The Board of Trade returns for November show that our exports for that month amounted to 20 millions, against 22½ millions for last year, or a falling off of 11½ per cent., but they still show an excess of 3½ per cent. over November of 1871. The imports this November were 36 millions, against 31½ millions last year. The total value of the exports for the 11 months of this year is given at 236 millions, against 235½ millions for the similar period of last year. Seeing the state of the money market during last month, I think these figures are entirely satisfactory.

The Bank rate was reduced yesterday to 4½ per cent., with every prospect of a further reduction. Every one appears to be grumbling, but still there is absolutely nothing to indicate extensive losses. The revenue, traffic, and pauper returns unmistakeably prove a healthy progressive state of things, whilst the clearing-house returns show that commerce has not been injured by the late financial squall.

FRANCE.

Affairs in France appear to have quieted down a little. The different factions which support the Government are not in harmony, and the Republicans display so much discipline and respect for law and order that the Government of combat, lacking all provocation, find themselves unable to continue their aggressive policy. It is clear that the Republicans are well advised, and mean to submit until their chance turns up. A dissolution of the Assembly will bring them into power.

Bazaine, you will see, has been found guilty of all the charges brought against him; has been sentenced to degradation and death, which sentence has been commuted to 20 years' seclusion. The Court were not only unanimous, but they condemned him in costs. The affair will not bear arguing in my opinion. An army of 170,000 men, with lines of only 15 miles, backed by an impregnable fortress, were captured by 200,000 men with lines of 57 miles, and with their own rear to protect. The evidence against the man was not very positive. In the circle in which the Duke d'Aumale moves, the whole secret must be known, though it cannot be published. No doubt he tried to induce the Germans to negotiate with him for peace, which by means of his army he would enforce. Bismarck clearly kept him dilly-dallying, until the French army at Metz had consumed its material.

SPAIN.

In Spain affairs look very bad. The siege of Carthagena does not progress. The insurgents obtain provisions both by land and by sea, whilst the fire of the besiegers palpably slackens. The Carlists are still in full feather, and certainly hold their own. The Cuban difficulty is in a fair way of settlement up to a certain point. The *Virginius* is to be surrendered to a United States ship of war on Tuesday next, at daylight, outside the harbour of Havana. What could General Grant do when "chin chinned too much" by a noble fellow like Castelar? The survivors are to be given up at Santiago. General Sickles resigned his post at Madrid, but the President positively refused to accept it. The Captain-General of Cuba also resigned, but Castelar also refused to accept it. You see everything is done to mollify the Cuban volunteers, who are the real culprits. But it seems to me that this is merely postponing the evil day. I feel sure that neither our government nor that of the United States will settle this affair until slavery is abolished in Cuba. We have not commenced yet—our demands have still to be heard. With a British and an American fleet both anchored at Havana, the Volunteers may be induced to believe their own eyes.

THE TICHBORNE CASE.

The court sitting on the Tichborne trial has been occupied all the week until yesterday, in investigating the evidence of Luie, who has been at last run to the earth, and committed for perjury. The scoundrel was proved to be a swindler, a jail-bird, and a ticket-of-leave man, his antecedents having been traced to a period prior to the loss of the *Bella*. The defence is heavily doubled with Luie's brush; for instance, Mr. Whalley introduced him to the Claimant, who exclaimed, "Ah, Como esta Luie," that implies the Claimant's privity. Then Mr. Whalley visited the United States to test Luie's veracity, and after his return Luie was put suddenly into the box, that implicates Mr. Whalley. Then Dr. Kenealy said he should produce the mate of the *Osprey* of New Bedford; he had kept Luie in reserve for weeks, but he produced him without notice as the steward of the *Osprey* of New York, and when Mr. Hawkins complained of the surprise, stating that he had brought the Captain of the *Osprey* of New Bedford, there was a roar of laughter amongst the Claimant's friends,

ARRIVAL OF THE ENGLISH MAIL.

The P. & O. steamer *Travancore*, Captain Symons, from Bombay 30th December, Galle 7th inst., Penang 13th, and Singapore 16th, bringing on the English mail of 12th Dec., arrived on Saturday. The following telegrams have not yet been published here:—

LONDON, 8th January.

At the trial of Luie for perjury, the police deposed that Luie confessed he was prompted and suborned by Onslow and Whalley.

LONDON, 10th January.

The Cortes has dissolved, and will not reassemble until order is secured.

Bushing, instead of succeeding Sickles, is appointed Chief-Justice.

The French crisis continues.

LONDON, 11th January.

A Papal Bull authorizes the next Papal election, without a regular conclave, to sit in Morocco, France, or Malta. Germany refuses to recognize it.

LONDON, 12th January.

The besiegers of Carthagena have captured an important post.

The insurgents proposed a joint Commission to consider the terms of surrender, but the besiegers replied demanding unconditional surrender, and giving until noon to-day; pardoning all surrendering immediately except the leaders. Surrender momentarily expected.

An insurrection has broken out in Barcelona.

Whalley declares that Luie's statement is fictitious.

The Versailles Assembly, after a prolonged discussion, has voted a confidence in the Government by a majority of 53.

THE ACHEEN WAR.

We have been favoured with the following copy of a private telegram, received here:—

"PENANG, 30th Dec., 5h. 10m. p.m.

"Rajah Pedir large force entered Kraton assist Achinese. Dutch preparing attack Pedir. Achinese refused all negotiations."

The Consul-General for the Netherlands has kindly favoured us with the following telegram from the seat of war:—

"ACHEEN, 26th December, 1873.

"Serious encounter to discover plain before Kraton. Object obtained. Our losses are Captain Lafora, killed; 5 officers wounded, 15 non-commissioned officers killed, and 145 wounded. Preparing heavy batteries. Rajah Pedir entered Kraton with 1,500 followers. The spirit of the troops excellent. State of health satisfactory."

Through the courtesy of the Netherlands Consul-General, we are informed that he has received a telegram, dated Penang, 2nd instant, which says:—

"Pedir has been attacked, forts taken and villages burnt. 400 marines ascended the river in boats and met with fair success; country difficult of access. Boats returned on the evening of the 31st; the squadron left next day for Acheen. Losses—two privates killed—eight privates wounded and one officer."

PENANG, 13th January, 7 a.m.

The source of the following news is the "own correspondent" of the *Penang Gazette*.

Two attempts have been made to carry the outer fortifications of the Kraton, in which the Dutch have been repulsed with a loss of 400 killed and wounded, after four hours fighting. The loss of the Achinese is unknown.

During the bombardment the Achinese vigorously attacked the reserve Camp Store, and would have succeeded in the absence of Naval interference, which assistance effectually dispersed the attackers.

The Dutch are still in possession of the Mosque, and continuous assaults are being made, neither combatants gaining any advantage.

THE ACHEEN WAR.

To the Editor of the "Daily Times."

SIR,—Allow me to send you a translation of two telegrams this moment received, having reference to Acheen.

BATAVIA, 14th January.

From the Secretary-General.—"Position before Acheen satisfactory. Emphatically contradict immediately all alarming reports."

PENANG, 14th January.

From Vice-Consul.—"Marshall's news from *Gazette* exaggerated. *Scotland* arrived yesterday, at 5 p.m. We continue to fortify the Mosque, and are erecting batteries. Three more officers wounded."

I remain, Sir,
Your obedient servant,
W. H. READ,
Consul-General for the Netherlands.

Singapore, 14th January, 1874.

PENANG, 14th January.

The Penang *Gazette* asserts the correctness of its news of yesterday.

THE PROPOSED RAILWAY IN CHINA.

(From a Shanghai Correspondent of the London and China Express.)

The proposal to present the Emperor of China with a short line of rail, with engine, carriages, &c., deserves attention. No attempt, however seemingly ridiculous, should be sneered at which has the very faintest chance of inducing the Chinese, or, rather, the Chinese officials, to adopt a railway and telegraph system. Considering what North China is—one vast fertile plain, teeming with millions, having in the centre of it the province of Shansi, the largest coal-field in the world, and utterly destitute of any means of intercommunication, except such as the few vile trunk-roads or tracks (for they do not deserve the name of roads) afford—it is no wonder that our railway engineers and iron masters, in those days of competition and high price of labour, look with hungry eyes at this almost unlimited field for their energies, and begin to despair of its being ever opened up. As to the localities in which the first railways in China should be made, I can only speak authoritatively regarding Northern and Central China. These are by far the most important parts of the Empire, whether viewed commercially or politically, from a foreign or a native standpoint. They contain more large cities than any other portion of the globe of equal size; they contain the metropolitan province and the two great governing cities of China—Peking and Nanking; they contain the alluvial valleys of two of the largest rivers in the world, the best marts for foreign goods, the districts where most of the produce for export is grown or prepared, and those which are of the greatest mineral wealth. In South China the open ports and large cities are, with the exception of Canton, comparatively isolated, and not so situated that they can ever become the *termini* of trunk lines. The lines converging to them must necessarily, from the configuration of the country, be local, and as the districts of which they are the distributing centres are already fairly subserved by water communication, the introduction of railways there is a matter of no pressing moment, and the Chinese may be left to take the initiative in the matter themselves, when they see the advantages that will attend their introduction in the North.

In the North of China there is no doubt that railways would have an immense success in developing the country, in increasing our trade with it, and as a paying speculation to those who invest their capital in them. Their advantages alike to the country through which they pass and to their promoters once demonstrated, the rest may be left to the Chinese themselves. It is true they have a wonderful system of vague superstitions, and a dreamy belief in Buddha and geomancy, but they are far too practical a people to allow either the one or the other to prevent a dollar becoming one and a quarter. Railways and trade they will not take long to find out are synonymous.

The southern portion of the plain which stretches from Peking to the north of the Chekiang province, comprising the whole of Kiang-su and parts of Chekiang and Ganhwin (about 45,000 square miles of country), is the very heart of China, and the great cities studded over it are in urgent want of some better means of communication than the existing broken-down water system. The population of this part of the country, although very large, has been, like that of the whole Empire, much exaggerated, being estimated by the Chinese Government of 1812 and the foreign missionaries of 1873 at over 50,000,000 of people, or over 1,000 to the square mile. It may have once been half that in the palmiest days of the present dynasty, but there is no country which has suffered so cruelly from devastation and rebellion in recent times. To say that its population decreased in the terrible times previous to 1864, would be to give a faint idea of the awful destruction of life and property that took place during the Taiping rebellion. However, ten years have passed since then, it is still one of the most densely-populated parts of the world, its prosperity is once more returning, the waste lands are being rapidly reclaimed, villages, towns, and cities are being rebuilt, agriculture and trade are re-established, and now that the ruined water system is insufficient for the daily increasing wants, there could be no better agent for furthering all these improvements than a railway system binding together the large towns.

The trunk line of this system must take very nearly the same direction as the Grand Canal, viz., from Hangchow, the capital of Chekiang, to Soochow, the capital of Kiang-su, and from Soochow on to Nanking, *via* Chinkiang. A second line from Shanghai, to join what I may call the Grand Trunk of China at Soochow, completes the system. At first sight it would appear that the railways could never compete with the junks that ply in such numbers between these cities, and there is little doubt that were the damage done to the waterways of this province properly repaired, they would have to depend mostly on passenger traffic. But it will take many years to repair these. Indeed, I question if they will ever be so efficient again as they have been; and, besides that, the passenger traffic will be so immense as to render the carriage of goods quite a secondary matter. It will indeed be a golden era for capitalists, and a happy year for China, and especially this part of it, when the first locomotive goes whistling amongst the towns and villages of Kiang-su.

The difficulties in the way of construction are three, viz., the number of the creeks and rivers that will have to be crossed; the nature of the ground which the railways will have to traverse, much of it so soft as to necessitate piling; and the price that will have to be paid for the graveyards and graves through which they will pass. However, none of these are insuperable obstacles; they are trifles compared with the passive immobility of the Chinese officials, and the resolute way in which they seem to have set their faces against adopting any foreign improvements other than military or naval ones. No progress, comparatively speaking, has been made by either the officials or the people since the Treaty of Tientsin, and this present moment the *Taouiai* of Shanghai is doing his utmost to have the telegraph wires between this and Woosung removed or destroyed.

That is how the problem stands at present. A country of immense population and resources, which wants only foreign appliance and capital to become one of the richest in the world, is cursed with a Government resolutely opposed to the introduction of either the one or the other. How long this state of things is going to last, it is impossible to say. Japan and Persia are moving ahead, and once on a time their cases seemed even more hopeless than that of China; so we are not altogether without hopes of going to Peking by rail yet, however faint such hopes may be.

COMMERCIAL INTELLIGENCE.

JANUARY 25TH, EVENING.

Patna, $602½ to $605, quiet; Benares, $601½ to $602½, quiet; Malwa, $595 to $600 nominal. Imports per steamer *Travancore*:—2,243 chests Malwa from Bombay; 100 chests Patna from Calcutta; 90 chests Benares from Singapore.

SALES ON JANUARY 24TH, 1874.

As reported by Chinese.

Sugar Candy, 200 packages, at $10.60, by Sze-hop-shun to travelling trader.

Tientsin Vermicelli, 20 bags, at $6.50, by Sze-hop-shun to travelling trader.

Dried Lily Flowers, 20 bags, at $13.10, by Kwong-wing-shing to travelling trader.

Shanghai Cotton, 10 bales, at $13.50, by Kwong-wing-shing to travelling trader.

Fungue, 20 bags, at $60.00, by Kwong-fook-wo to travelling trader.

Dried Lily Flowers, 20 bags, at $13.00, by Kwong-fook-wo to travelling trader.

Red Dates, 200 bags, at Tls. 2.3.0.0, by Kwong-fook-wo to travelling trader.

American Flour, 50 lbs., 200 bags, at $1.60, by Sang-tye-luong to travelling trader.

White Wax, 1 piece, at $67.70, by Kwong-wing-shun to travelling trader.

Brown Sugar, 50 piculs, at $4.10, by Hop-tye-wo to local trader.

Black Pepper, 30 bags, at $15.90, by Yeo-chong to local trader.

Almonds, 20 cases, at $24.70, by Chun-chong to local trader.

Liquorice, 10 bundles, at $5.80, by Wo-tye to travelling trader.

MAN LEE & CO.
ELECTROTYPERS, GILDERS, AND GOLD AND SILVERSMITHS,
CANAL ROAD,
OPPOSITE SHAMEEN,
(West of the Canton Printing Office,)
CANTON.

All kinds of Gilding and Silvering done by the Electrotyping process, so as to resemble the solid articles. Brass and Copper Spoons, Forks, Plates, &c., may be gilded or silvered in a short time, at reasonable terms.

1m 8 Canton, 1st January, 1874.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY.)
SOLE AGENT FOR CHINA AND JAPAN,
F. PEIL,
tf 1674 *Hongkong, Shanghai, Cologne (Germany.)*

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.

Sole Agent on the Pacific Coast for: Winchester Repeating Arms and Ammunition, Du Pont's Blasting and Sporting Powder. Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 721 May 8

A. MILLAR & CO.,
HOUSE, SHIP, AND STEAMBOAT PLUMBERS,
COPPERSMITHS & BRASSFOUNDERS.
No. 1, Queen's Road East and Nullah Lane,
Opposite H.M. Naval Dock Yard.
tf 387 Hongkong, 1st March, 1871.

NOTICE.

THE CHINESE INSURANCE COMPANY, LIMITED.

AFTER this date, the Brokerage allowed by this Company on the Premia on RISKS to ports west of Singapore, will be Ten per cent. (10 %) only; on ALL OTHER INSURANCES a Brokerage of Thirty-three and One-third per cent. (33⅓ %) on the Premia will be allowed, as heretofore.

OLYPHANT & Co.,
General Agents.
tf 42 Hongkong, 5th January, 1874.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

NOTICE.

AFTER this date, a brokerage of Thirty-three and one-third per cent. (33⅓ %) will be allowed by this Agency on risks to ports in CHINA, JAPAN, the PHILIPPINES, and the STRAITS.

On risks to all other ports, the brokerage will be ten per cent. (10 %) only.

WM. PUSTAU & Co.,
Agents.
tf 131 Hongkong, 21st January, 1874.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

ON and after SATURDAY, the 1st November, a Brokerage of Thirty-three and one-third per cent. (33⅓ %) will be allowed on *all insurances* granted by this Association.

RUSSELL & Co.,
Agents.
tf 1800 Hongkong, 30th October, 1873.

OFFICE OF THE CHINA TRADERS' INSURANCE COMPANY, (LIMITED.)

NOTICE.

ON and after the present date, a rebate of Thirty-three and one-third per cent. (33⅓ %) will be allowed on *all insurances* granted by this Company.

By order of the Consulting Committee,
AUGUSTINE HEARD & Co.,
General Agents.
tf 1805 Hongkong, 1st November, 1873.

BRITISH AND FOREIGN MARINE INSURANCE COMPANY.

THE Undersigned have been appointed Agents at Amoy for the above Company, and are prepared to accept risks by first-class steamers and sailing vessels.

DODD & Co.
3m 1897 Amoy, 14th November, 1873.

Vessels Advertised as Loading.

DESTINATION	VESSEL'S NAME	CAPTAIN.	AT	FOR FREIGHT APPLY TO	TO BE DISPATCHED.
LONDON *via* SUEZ CANAL	Menelaus (str.)			Butterfield & Swire	On or about 26th inst.
LONDON	Paradies	Papp	Hongkong	Vogel, Hagedorn & Co.	Quick dispatch.
Do.	Lennox Castle	Stewart	Hongkong	Vogel, Hagedorn & Co.	Quick dispatch.
NEW YORK	Brema	Schweitzer	Hongkong	Augustine Heard & Co.	Quick dispatch.
SAN FRANCISCO	Iconium	Malgrom	Hongkong	Vogel, Hagedorn & Co.	Quick dispatch.
Do.	C. L. Taylor	Sears	Hongkong	Vogel, Hagedorn & Co.	Quick dispatch.
MELBOURNE AND SYDNEY	Forward			Rozario & Co.	Quick dispatch.
Do. Do.	Onward			Rozario & Co.	Quick dispatch.
MANILA	Formosa (str.)			Remedios & Co.	Quick dispatch.
SHANGHAI	Prium (str.)			Butterfield & Swire	On or about 30th inst.
Do.	Egeria (str.)	J. Entwisle	Hongkong	Siemssen & Co.	Quick dispatch.
NINGPO AND SHANGHAI	Ningpo (str.)	J. M. Rayner	Hongkong	Siemssen & Co.	To-day, at 4 P.M.
SWATOW, AMOY & FOOCHOW	Douglas (str.)	Burnie	Hongkong	Douglas Lapraik & Co.	To-morrow, at 8 A.M.

For Sale.

SAYLE & CO.

HAVE just received a choice ASSORTMENT of CLOTHS, suitable for the AUTUMN and WINTER SEASONS, consisting of—

FANCY TWEEDS and ANGOLAS, for Suits.
TROUSERINGS of the latest Styles.
BLACK and BLUE BROAD CLOTHS.
BEDFORD CORD and KERSEYMERE for Riding BREECHES.
Light MELTONS for OVERCOATS.
BILLIARD CLOTH.

ALSO,

LONGCLOTH, FLANNELS, REGATTA, OXFORD and CAMBRIDGE SHIRTS.
COLLARS and SCARVES of the latest fashions.
BOOTS, SHOES, and SLIPPERS of all kinds.
The Newest Shapes in FELT, DRAB SHELL, and SILK DRESS HATS.
GOLD STUDS, SLEEVE LINKS, and SOLITAIRES.
HAIR BRUSHES, SOAPS, and PERFUMERY.
TURKISH TOWELS and BATH BLANKETS.
DAMASK TABLE CLOTHS and NAPKINS in all Sizes.
UMBRELLAS and WALKING STICKS.
VELVET PILE, TAPESTRY, and BRUSSELS CARPETS, with HEARTH-RUGS to Match.
STAIR CARPETS with Brass Rods and Fittings.
FELT CARPET in Squares, and by the Yard.
VELVET PILE CENTRE and SOFA CARPETS.
LINEN CRUMB CLOTHS and STAIR COVERINGS.
COIR MATTINGS in all the usual widths.
PLAIN and BORDERED MATS.
SHEEPSKIN CARRIAGE MATS.
FLOOR CLOTHS, in all widths up to 8 Yards.
PLAIN and FANCY REPS, and WORSTED DAMASKS, in all the leading Colors.
TRIMMINGS and CURTAIN HOLDERS to Match.
PRINTED, EMBROIDERED, and VELVET PILE TABLE COVERS.
PLAIN and PRINTED CLOTHS by the Yard.
LACE and MUSLIN CURTAINS.
CRETONNE and other CHINTZS.
BRASS and WOOD CORNICE POLES, with fittings complete.
WHITE and COLORED BLANKETS, in all Sizes.
WHITE and FANCY TOILET QUILTS.
EIDER DOWN BEDQUILTS and PILLOWS.
FEATHER PILLOWS in Linen Ticks.
CARRIAGE RUGS and SCOTCH MAUDS.
CHILDRENS' COTS and IRON BEDSTEADS.
TOILET, CHEVAL and GILT CHIMNEY GLASSES.

&c., &c., &c.

VICTORIA EXCHANGE,
HONGKONG;
AND AT SHANGHAI.

BAKER & CO.

BEG most respectfully to announce that they have now on view a

CHOICE SELECTION OF NEW GOODS,

for the present season, which have been selected from the Principal Markets of Europe, and are of the newest and most

FASHIONABLE STYLES.

DRESS MAKING AND MILLINERY, executed with the utmost care, and in the most ELEGANT STYLES.

BAKER & CO.,
COURT DRESS MAKERS & MILLINERS,
24, *QUEEN'S ROAD,*
HONGKONG.
tf 11 Hongkong, 2nd January, 1874.

NOW READY

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY, WITH THE PUNTI AND MANDARIN PRONUNCIATION.

An ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

THURNER & Co.,
60, PATERNOSTER ROW;
W. H. ALLEN,
"DAILY PRESS" OFFICE, HONGKONG.

For Sale.

THOMPSON & HIND

HAVING received additional Stock for the AUTUMN AND WINTER SEASONS, beg to call attention to their well selected assortment of

SILKS,
In all the Newest Shades, for evening and dinner wear.
JACKETS AND MANTELETS,
In Silk, Velvet, Fur, and Cloth, braided and embroidered.
OPERA CLOAKS,
In Cashmere, Crepe de Chene, and Wool.
COSTUMES AND SKIRTS,
In Satcen, Tweed, Serge, and Quilted Satin.
SHAWLS,
In Wool Plaids, Cashmeres, and Llamas.
DRESSING GOWNS,
In Flannels & Cashmeres, of the newest designs.
DRESS MATERIALS,
In Wool Poplins, Merinos, Serges, Velveteens.
WOOL GOODS,
In Clouds, Squares, Scarfs, and Opera Hoods.
FANCY GOODS,
In Lace & Muslin Sets, Ties, Bows, & Rounds.
LACES,
In Valenciennes, Brussels, Yak, Cluny, Maltese, LACE AND CAMBRIC HANDKERCHIEFS,
RIBBONS AND SASHES,
In the latest colors, and styles for the season.
JET PINS and TORTOISE-SHELL COMBS,
In all the newest designs for the Hair.
HOUSEHOLD DRAPERY,
In LINENS, BLANKETS, Damask CLOTHS, and NAPKINS, Turkish TOWELS and Bath BLANKETS, QUILTS, Toilet COVERS, and ANTIMACASSARS in Lace and Wool.

Also,

A Choice Selection of MILLINERY HATS and BONNETS, FLOWERS and FEATHERS.
Ladies' and Children's UNDERCLOTHING.
BOOTS and SHOES, in Black, Bronze, and Colors.

And,

A good assortment of Gentlemen's SCARFS, TIES, COLLARS, Oxford, Regatta, and White Military SHIRTS, HOSIERY, and GLOVES, &c., &c.

33, *QUEEN'S ROAD,*
2107 Hongkong, 29th December, 1873.

G. FALCONER & CO.

BEG to call attention to their Very Large and ELEGANT SELECTION OF LADIES' AND GENTLEMEN'S JEWELLERY.

SILVER PLATE, consisting of Race CUPS, Centre and Dessert PIECES, Tea TRAYS, Tea and Dinner SETS, Claret JUGS, SALVERS, Coffee and Ice SPOONS, Sets of Dessert and Fish FORKS, &c., &c., &c.

Silver Mounted Dressing CASES and Travelling BAGS, JEWEL CASES.

A large and varied Stock of ELECTRO-PLATED GOODS.

Gold WATCHES of all kinds, keyless, adjusted to temperature and position, ¼ and ⅛ quarter and minute repeaters.

Independent Centre Seconds Keyless Minute REPEATERS.

CLOCK WATCHES, all of the highest quality that the Art of Horology is capable of producing.

A large selection of New and Second-hand 2 and 8-day CHRONOMETERS, SEXTANTS, QUADRANTS,

Ritchie's Patent LIQUID COMPASSES, BINNACLES, Mast-head COMPASSES, Patent LOGS, ODOMETERS, Sounding MACHINES, Ditto for Deep Sea.

Board of Trade, Hall, and Aneroid BAROMETERS.

Patent Self-registering BAROMETERS, RAIN GAUGES, Self-registering THERMOMETERS, HYDROMETERS, HYGROMETERS, SALMOMETERS, Astronomical TELESCOPES,

BINOCULARS,
made especially for night use,
THEODOLITES, Dumpy LEVELS, Surveying STAVES, Measuring CHAINS, Proportional COMPASSES, WHOLES and HALVES, STEAM INDICATORS, Pocket SEXTANTS, PROTRACTORS, PRISMATIC COMPASS, ALTAZAMUTHS, CAMERA LUCIDAS, &c., &c., &c.

Hall, Quarter, and Chime CLOCKS, Marble and Gilt CLOCKS, Travelling, Mignonette, and Boudoir CLOCKS,

MUSICAL BOXES OF ALL SIZES, European and Chinese Airs,
CHARTS and WORKS on NAVIGATION.
3m 1979 Hongkong, 5th December, 1873.

FOR SALE.

LETTS'S DIARIES FOR 1874,
with
ANGLO-CHINESE CALENDAR AND TABLE OF HIGH TIDES AT SHANGHAI.
LANE, CRAWFORD & Co.
tf 1778 Hongkong, 28th October, 1873.

BY SPECIAL APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR, AND TO H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

T. N. DRISCOLL,
CIVIL, NAVAL, & MILITARY TAILOR, WOOLLEN DRAPER, HATTER, HOSIER, AND GENERAL OUTFITTER,
45 and 47, Queen's Road, next to Oriental Bank.
tf 1927 [Feb. 1.

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS'
Merchant Navy,
Navy Boiled
Long Flax
Crown } CANVAS.
ARNHOLD, KARBERG & Co.
tf 1130 Hongkong, 11th May, 1867.

FOR SALE.

KEROSINE OIL.
TURPENTINE.
White and Colored PRINTING PAPER.
Apply to
VOGEL, HAGEDORN & Co.
tf 1133 Hongkong, 11th July, 1873.

THE TOURIST'S GUIDE.—REDUCED PRICE $1.

Containing the names of all the Articles of Trade, Objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.

Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.

The Daily Press Office.

WING-KEE COAL SHOP.

THE Proprietor of WING-KEE Shop begs to inform the public that his Shop has been established since 1855, at Endicott's Lane, and that he has always a great quantity of BEST COAL in store for sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.

1y 1343 Hongkong, 16th August, 1873.

To be Let.

TO LET.

A GRANITE GODOWN, fronting on the Praya, at Wanchi. Apply to
S. E. BURROWS & SONS,
tf 115 Hongkong, 19th January, 1874.

TO LET.

THE HOUSE No. 1 at Mosque Terrace. The GODOWN No. 1 at Rice Mills, West Point. Apply to
G. VON OVERBECK,
8, *Pedder's Hill.*
tf 116 Hongkong, 19th January, 1874.

TO LET.

THE Fine and Commodious HOUSE, No. 4, Chancery Lane. Water laid on.
Apply to
M. A. COLLAÇO,
2, *Chancery Lane.*
tf 95 Hongkong, 15th January, 1874.

TO LET.

THE "FOREST LODGE," situated in Caine Road.
The HOUSE formerly occupied by Hon. Justice PAUNCEFOTE.
Apply to
DAVID SASSOON, SONS & Co.
tf 67 Hongkong, 10th January, 1874.

TO LET,

With Possession on the 1st of March.

THE Business PREMISES and Dwelling HOUSE on Queen's Road, at present in the occupation of Messrs. DAMMERT, ATKINSON & Co. Apply to
ROBT. S. WALKER & Co.
tf 41 Hongkong, 6th January, 1874.

TO LET,

With immediate possession.

A COMMODIOUS HOUSE, with 9 Rooms. Gas and Water laid on, in a respectable locality, Hollywood Road.

Also,

Three Comfortable ROOMS, furnished, if required. Apply to
No. 12, HOLLYWOOD ROAD.
tf 35 Hongkong, 5th January, 1874.

TO LET.

BELMONT LODGE, at present in the occupation of W. V. DRUMMOND, Esq.
Possession from 1st February next.
Apply to
G. FALCONER.
tf 26 Hongkong, 2nd January, 1874.

TO LET.

HOUSES Nos. 14 and 20, Wyndham Street.
Apply to
J. A. DE CARVALHO.
1m 13 Hongkong, 2nd January, 1874.

TO LET.

NO. 10, UPPER MOSQUE TERRACE, a CORNER HOUSE, with good view; Four Rooms, Bath and Dressing Room, Out-Houses, &c. Water and Gas laid on.
Also, No. 8, in the same Terrace.
Apply to
T. G. LINSTEAD.
tf 1627 Hongkong, 8th December, 1873.

Notices of Firms.

THE interest and responsibility of Mr. DUNCAN DAVIDSON, in our firm, ceased on the 30th June last.

Mr. DAVID ADDISON DARLING is authorized to sign for our firm.

BROWN & Co.
1m 111 Amoy, 9th January, 1874.

NOTICE.

MR. CHARLES JAMES HOLLIDAY was admitted a partner in our Firm in Hongkong and China on the 1st instant.

HOLLIDAY, WISE & Co.
1m 85 Hongkong, January, 1874.

NOTICE.

MR. WM. REINERS has this day been admitted a partner in our firm.

MELCHERS & Co.
3m 3 Hongkong, 1st January, 1874.

NOTICE.

MR. LOUIS MENDEL has this day been admitted a partner in our firm in Hongkong and Canton.

ARNHOLD, KARBERG & Co.
1m 4 Hongkong, 1st January, 1874.

MR. H. KLÆR retires from our firm this day.

HEINEMANN & Co.
1m 21 Hongkong, 31st December, 1873.

I HAVE Established myself at this port as Merchant and Commission Agent.

H. KLÆR.
1m 22 Hongkong, 1st January, 1874.

NOTICE.

MR. FREDERICK DAVID SASSOON has this day been admitted a partner in our Firms in China.

DAVID SASSOON, SONS & Co.
1m 26 Hongkong, 1st January, 1874.

NOTICE.

ON and after this date, the Shipwright Business heretofore conducted under the name of J. McDONALD & Co., will be carried on by the undersigned in his own name.

B. STANFORD.
1m 5 Hongkong, 1st January, 1874.

THE business hitherto conducted in my name will henceforth be carried on under the firm of

KRUSE & Co.,

and Mr. H. KUHLMANN is authorized to sign the firm.

J. C. KRUSE.
1m 6 Hongkong, 1st January, 1874.

THE business hitherto conducted at this port under the name of OSCAR STAMMANN, will from this date be carried on by Mr. EDUARD MEYER, under the style and firm of

E. MEYER & Co.

Mr. O. GRÄBE is duly authorized to sign the firm per procuration.

EDUARD MEYER.
tf 23 Tientsin, 1st January, 1874.

NOTICE.

THE interest and responsibility of Mr. JAMES G. CASWELL, in our firm, ceased on 31st ultimo, by lapse of time.

Mr. CHARLES F. TREMLETT and Mr. WM. DETMERING are this day admitted partners in our firm.

WM. G. HALE & Co.
1m 7 Saigon, 1st January, 1874.

NOTICE.

THE Co-partnership heretofore existing in Hongkong and China between W. J. BLYDENBURGH, GEORGE HURLBUT, S. M. HUNTINGTON, and J. C. HEITMANN, under the name and Firm of SMITH, ARCHER & Co., is this day DISSOLVED by mutual consent.

Either partner will sign the name of the Firm in Liquidation.

SMITH, ARCHER & Co.
3m 24 Hongkong, 1st January, 1874.

NOTICE.

MR. JAMES HART is authorised to sign our firm, in Hongkong and China, from this date.

TURNER & Co.
tf 2096 Shanghai, 15th December, 1873.

NOTICE.

FROM and after 1st January, 1874, the business of the undersigned will be incorporated, and carried on under the name and style of "NEWMAN & Co."

WALTER NEWMAN,
JOHN GITTINS.
tf 1704 Foochow, 11th October, 1873.

BROWN, JONES & CO.,
UNDERTAKERS, &c.,
OFFICE—No. 9, HOLLYWOOD ROAD.
Memorial Stones and Monuments erected.
tf 137 Hongkong, 21st January, 1873.

Vessels on the Berth.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship

"DOUGLAS,"

Captain Burnie, will be despatched for the above Ports TO-MORROW, the 27th instant, at 8 A.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
7d 137 Hongkong, 23rd January, 1874.

OCEAN STEAMSHIP COMPANY.

FOR LONDON *via* SUEZ CANAL.

THE Company's Steamship

"MENELAUS"

will be despatched on or about the 26th instant. Insurance risks accepted on behalf of the Company as under:—

On Tea 27/. %, all risks, 18/. %, F.P.A.
„ Silk 18/. %, do.

BUTTERFIELD & SWIRE,
Agents.
101 Hongkong, 16th January, 1874.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI,
Taking Cargo and Passengers at through rates for HANKOW, NINGPO, *and* PORTS *in* JAPAN.

THE Company's Steamship

"PRIAM,"

will be despatched on or about the 30th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
8d 136 Hongkong, 23rd January, 1874.

FOR LONDON.

THE A 1 British Clipper Ship

"LENNOX CASTLE,"

Captain Stewart, will load here and at Whampoa for the above port, and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 132 Hongkong, 22nd January, 1874.

FOR LONDON.

THE A 1 German Bark

"PARADIES,"

Capt. Papp, will load for the above port here and at Whampoa, and will have immediate despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 54 Hongkong, 8th January, 1874.

FOR NEW YORK.

THE German Bark

"BREMA,"

Capt. Schweitzer, will load here and at Whampoa as above, with quick despatch.

For Freight, apply to
AUGUSTINE HEARD & Co.
tf 33 Hongkong, 5th January, 1874.

FOR SAN FRANCISCO.

THE A 1 American Bark

"ICONIUM,"

Capt. Malgrom, will load here for the above port, and will have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 2094 Hongkong, 25th December, 1873.

NOTICE.

P. & O. S. N. Co.

COMMENCING with the mail of 8th January, 1874, and until further notice, the Company's Homeward Steamers from Calcutta, in connection with the Mail Steamers from this Port, will proceed to Southampton via the Suez Canal.

A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 18th December, 1873. [2050

THE HONGKONG PHOTOGRAPHIC COMPANY

will commence business at the HONGKONG PHOTOGRAPHIC ROOMS, CORNER OF WYNDHAM AND WELLINGTON STREETS,

(Nearly opposite the German Club.)

Shortly after the arrival of the S. S. *Glenarney*.

The Services of Mr. HENRY EVERITT (of Honorable Mention at the Dublin Exhibition) have been secured, and specimens of his work will be offered for public inspection as soon after his arrival as possible.

1m 9 Hongkong, 17th January, 1874.

NOTICE.

OWNERS of Property in Hongkong, requiring Tenants, are invited to place the same on Registry of

HOUSES, &c., TO LET,

kept by the undersigned.

Those seeking Houses, are invited to inspect the Register, thereby saving time and trouble. A moderate commission charged.

BABRINGTON & ALGAR,
HOUSE AGENTS, &c.,
9, *Hollywood Road, Hongkong.*
tf 1624 Hongkong, 2nd October, 1873.

NOTICE.

STEAMERS leaving this port requiring COAL, can obtain it from the Undersigned.

W. G. HALE & Co.,
Saigon.
tf 1561 16th September, 1873.

THE UNDERSIGNED begs to inform the Public of HONGKONG, HO NAM, AND CANTON that he has shops established at those places in the name of HING KEE.

In HONGKONG, at the Central Market, No. 12, he has constantly on hand BEEF, MUTTON, POULTRY, BREAD, VEGETABLES, and GILMAN'S STORES, &c., of the best quality.

In HO NAM and CANTON SHOPS, the foregoing articles, with the addition of SPIRITS, SODA WATER, &c., and GAME when in season.

Gentlemen and Families desirous of patronizing him, are requested to apply at his shops as above, where a list of prices of articles will be furnished, which will be supplied at the *same rate* all the year round.

HING KEE.
1y 745 Hongkong, 13th May, 1873.

FOOCHOW DOCK.

PAGODA ANCHORAGE.

THE above Granite-floored DOCK has lately been LENGTHENED to 400 *feet* over all, and is now capable of receiving vessels up to 330 feet on the keel. The breadth of the Dock at the bottom is 40 feet, at the top 80 feet, and the width at the entrance is 56 feet. Depth of water on the sill 13 feet at average neap, and 17 feet at average spring tides.

The Dock has a Caisson Gate, and is pumped out by steam.

A new FOUNDRY for large iron and brass castings has recently been added.

The Machine Shop contains a 12-inch Screw Cutting Gap-lathe, Small Lathes, Drilling and Screwing Machines, Steam Saw Mill, Large Smithy, &c., &c.

Dry Godowns are on the premises, available for stowage of cargo, &c.

A large stock of Timber, Metal, and other Dock-yard Material always on hand.

Vessels docked for examination, remetalled, repaired, repairs also done in harbour; and iron ships and steamers cleaned and painted, at moderate charges. Particulars can be obtained at the Dock, or on application to the undersigned.

The Steam Tug *Woosung* is in thorough working order, and is available at all times to tow vessels to or from sea, at reasonable rates.

JOHN FORSTER & Co.
tf 1039 Foochow, 18th June, 1873.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. Tennent, Glasgow, and Messrs. David Corsar & Sons Arbroath.

ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

NOW READY.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT,

By Dr. DEVAN, with many Additions, Corrections, and D

Extracts.

NOVEMBER MORNING.

Roaring, the wild south-wester
Fills the wide heaven with its clamour,
Ploughing the ocean and smiting
The land like a ponderous hammer.

Lo, how the vast grey spaces
Wrestle and roar and thunder,
Billow piled upon billow,
Closing and tearing asunder,

As if the deep raged with anger
Of hosts of the fabulous kraken!
And the firm house shudders and trembles,
Beaten, buffetted, shaken!

Hotlies the gull with the tempest,
Struggling and wavering and faltering,
Soaring and striving and sinking,
Turning, its high course altering

Down through the cloudy heaven.
Notes from the wild geese are falling,
Cries, like harsh bell-tones are ringing,
Echoing, clanging, and calling.

Plunges the schooner landward,
Swiftly the long seas crossing,
Close-reefed, seeking the harbour,
Half-lost in the spray she is tossing.

A rift in the roof of vapour!
And stormy sunshine is streaming
To color the grey, wild water
Like chrysopraise, green and gleaming.

Cold and tempestuous ocean,
Ragged-rock, brine-swept, and lonely,
Grasp of the land, bitter winter—
These things to gladden me only.!

—*Scribner's Monthly*

HOW TO TELL YOUR FORTUNE.

Fortune-tellers are generally skilful physiognomists, and all the feature of the human face do their share in enlightening the understanding of seers. The chin, at the present day, is rather difficult to read, on account of the increasing custom of wearing a beard. A good chin should neither project nor retreat much. A very retreating chin denotes weakness, and a very projecting one harsh strength, united with firmness amounting to obstinacy. A pointed chin generally denotes acuteness and craftiness. A soft, fat, double chin generally denotes a love of good living, and an angular chin judgment and firmness. Flatness of chin implies coldness; a round, dimpled chin, goodness; a small chin, fear; sharp indentings in the middle of the chin point to a cool understanding. The colour and texture of the skin, and of the hair and beard, have also a direct harmony with the features; these should be studied more than they have been. A facility in drawing faces is of great use to the student of physiognomy, as it enables him to note peculiarities of feature which no written description would be capable of preserving.

AN ORIGINAL EXPOSITION OF THE "FALL."

The speaker was an elderly negro who had been a "hand" on one of the vessels in the Lower Potomac. He said the Devil first tried to get Adam to eat the apple, "but enny man in all he senses mighter knowed de Devil couldn't er done tat ar; Adam's too smart fur Old Nick when he had nuffin but hisself ter tuk care on. But the Debil knew, cause he was in heben fo 'de Lo'd frew him outen dar—he knew dar was a woman to be made, an' so he just hove out de anchor an' waited fur de woman. When Eve come 'long he knew he'd got sure ting on dat ar apple; an' he hove 'longside whar she's a settin' an' whisper in her ear an' says she's mighty nice gal; an' she's so tickled wid his fine speeches dat she jus' say guv her de apple when he ask her don't she want it. De Debil so pleased to see she fooled so easy he like to larf out loud. Women is mighty hard creetura to do anything sensible wid,—dey jus' done go contrary ev'ry time dey can, an' when Eve got her min' made up to eat dat apple, she's eat it sf de Lo'd hisself tell her let um alone. Soon's she done eat it de Debil say to hisself, 'she made muss dat ar garden Eben' an' she kinder hear what he tink, an' made up her wicked min' to 'tice Adam to eat toder one. So she cum 'longside one time when she seen him settin' under de tree, an' say, 'Adam, eat dis yer,—he's berry nice.' But Adam say he won't, 'and she keep teasin' him, an' savin' how she love him, an' finally he's 'ticed, an' eats dat bad apple, an' den de angel Gabriel fly 'long dar, an' drur 'em bof outen the garden, an' say dey bof hav'ter work fur der livin'. But Adam ueber eat dat ar apple 'cept Eve done gone 'tice him; an' he didn't do it den 'less he love her, an' she such a tongue, like all de women, she make him b'lieve brack is white."—*Sydney Andrews in the Atlantic Monthly*

FAILURE OF THE MASSACRES.

HEROIC RESOLUTION OF THE HUGUENOTS.

"As the massacres had failed, the question next arose whether the inhabitants might be driven into exile, and the country entirely cleared of them. 'They pretend,' said Louvois, 'to meet in "the Desert," why not take them at their word, and make the Cevennes *really* a Desert?' But there were difficulties in the way of executing this plan. In the first place, the Protestants of Languedoc were a quarter of a million in number. And, besides, if they were driven out of it, what would become of the industry and the wealth of this great province—what of the King's taxes? The Duke de Noailles advised that it would be necessary to proceed with some caution in the matter. If his Majesty, he wrote to Baville, 'thinks there is no other remedy than changing the whole people of the Cevennes, it would be better to begin by expelling those who are not engaged in commerce, who inhabit inaccessible mountain districts, where the severity of the climate and the poverty of the soil render them rude and barbarous, as in the case of those people who recently met at the foot of the Lozere. Should the King consent to this course, it will be necessary to send here at least four additional battalions of foot to execute his orders.' An attempt was made to carry out this measure of deportation of the people, but totally failed. With the aid of spies, stimulated by high rewards, numerous meetings in the Desert were fallen upon by the troops, and those who were not hanged were transported—some to Italy, some to Switzerland, and some to America. But transportations had no terrors for the people, and the meetings continued to be held as before. Baville then determined to occupy the entire province with troops, and to carry out a general disarmament of the population. Eight regiments of regular infantry were sent into the Cevennes, and fifty regiments of militia were raised throughout the province, forming together an army of some forty thousand men. Strong military posts were established in the mountains, and new barracks were erected at Alais, Anduze, and Nismes. The mountain-roads being almost impassable, many of them mere mule paths, Baville had more than a hundred new high-roads and branch-roads constructed, and made practicable for the passage of troops and transport of cannon. By these means the whole country became strongly occupied, but still the meetings in the Desert went on. The peasantry continued to brave all risks—of exile, the galleys, the rack, and the gibbet—and persevered in their assemblies, until the very ferocity of their persecutors became wearied. The people would not be converted either by the dragoons or the priests who were stationed amoust them. In the dead of the night they would sally forth to their meetings in the hills; though their mountains were not too steep, their valleys not too secluded, their defiles not too impenetrable to protect them from pursuit and attack, for they were liable at any moment to be fallen upon and put to the sword. The darkness, the dangers, the awe and mystery attending these midnight meetings invested them with an extraordinary degree of interest and even fascination."—*From "The Huguenots," by S. Smiles.*

A WELCOME MAN.

If the sight of a man is ever beautiful, it is when you first catch a glimpse of him through a black night, in a strange depôt, when a pack of hyena hackmen are to be defied, your luggage looked after, your hotel found, and you are alone, a stranger and a woman. In that moment, if no other, I am duly grateful that a man was made who is ready to smooth my path and to take care of me. At this moment four women were thankful for the same fact. In that day shall seven women take hold of one man. Poor man! He has always had my pity. There were but four of us, yet each one of us know that our guide, philosopher, and friend had more than his portion, though he took it up with a smile and carried it like a saint to the end.—*Mrs. M. O. Ames.*

AMONG THE JEWS OF WARSAW.

"These strange people, among their other peculiarities, do everything they can to make themselves look repulsive. The women shave their heads as soon as they are married, and replace their natural covering with a silk wig, which disfigures so much even the prettiest Jewess that they think there is less chance of any one trying to persuade her to look over the Seventh Commandment. The Jews in Warsaw, as in all the great Eastern towns, live in a quarter of the city all to themselves, and here more business is done than anywhere else. The crowd, the screaming, gesticulating, and cuffing of the people by the police, put me in mind of an Eastern bazaar. The shopkeepers at their doors shout at the passers-by requesting them to buy second-hand boots, pictures, watches, or to become the proprietors of mouldy fur, or sheep-skin coats, or mildewed boots. If a stranger stops for a minute to look at this strange scene of noise and barter, he is immediately 'spotted,' and Jews of both sexes, of tender age and declining years, pounce on him as valuable prey, and try to drag him by force into their curiosity shops. They would not be satisfied if a man spent all his money among them till he had actually bartered away his clothes. But the watchful policemen who here keep order are always on the look-out for these competitive struggles among the Israelites. They fly at once to the rescue of the mobbed stranger, and beat the Jews on the back with their sticks and pluck their shaggy old beards or curls till they all run away howling to their respective shops, from the doors of which they scream and howl again till their attention is taken up in trying to cheat somebody else."—*From "A Scamper to Sebastopol," by J. Creagh.*

Insurances.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT of TWENTY PER CENT. (20 %) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co.,
Agents.

1y 1 Hongkong, 1st January, 1874.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

CHAS. H. MORGAN,
Agent.

1y 966 Hongkong, 18th June, 1873.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 1st November, 1871. tf 985

NOTICE.

ROYAL INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire in the above Company at current rates, subject to a discount of 20 per cent.

ROB. S. WALKER & Co.,
Agents, Royal Insurance Company.

tf 1617 Hongkong, 1st October, 1873.

QUEEN INSURANCE COMPANY.

FROM and after this date, and until further notice, a Discount of Twenty per cent. (20 %) upon current local rates of Premium will be returned on Insurances against fire, effected with this Office.

EDWARD NORTON & Co.,
Agents.

tf 1174 25th June, 1872.

IMPERIAL FIRE INSURANCE COMPANY.

FROM this date until further notice, a *Return* of Twenty per cent. (20 %) will be made, on the Premium charged on all Insurances effected with this Office; such Return being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.

tf 1159 Hongkong, 24th June, 1872.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

THIS Company, with its Head Office at Hongkong, and Agencies at the various Treaty Ports in China and Japan, is prepared to issue Policies of Insurance, at the current rates of Premium at the respective places.

AUGUSTINE HEARD & Co.,
Secretaries.

tf 657 Hongkong, 1st April, 1871.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rate of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.

tf 1193 Hongkong, 27th June, 1872.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire*, subject to a bonus of 20 per cent.

SIEMSSEN & Co.,
Agents.

tf 39 Hongkong, 16th November, 1872.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of $50,000 on Buildings, or on Goods stored thereon.

GIBB, LIVINGSTON & Co.

tf Hongkong, 24th August, 1864.

OCEAN MARINE INSURANCE COMPANY, LONDON.

INCORPORATED 1859.

CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.

AUGUSTINE HEARD & Co.

tf 1351 Hongkong, 7th June, 1867.

Insurances.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

Established 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the following rates, subject to a discount of 20 %.

Detached and semi-detached Dwelling Houses removed from Town, and their Contents ..... ½ per cent. per annum.
Other Dwelling Houses, used strictly as such, and their Contents ..... ¾ " "
Godowns, Offices, Shops, &c., and their Contents ..... 1 " "

SHORT PERIOD INSURANCES.

Not exceeding ten days, of the annual rate.
Not exceeding one month ..... "
Above 1 month, and not exceeding 3 months ..... "
Above 3 months, and not exceeding 6 months ..... "
Above 6 months ..... the full annual rate.

GILMAN & Co.,
Agents.

tf 1903 Hongkong, 21st November, 1873.

PHŒNIX FIRE INSURANCE COMPANY

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rates of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.

tf 1192 Hongkong, 27th June, 1872.

PHŒNIX FIRE INSURANCE COMPANY

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.

DOUGLAS LAPRAIK & Co.

tf 717 Hongkong, 9th November, 1868.

JAVA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company at this port, are prepared to grant Policies against Fire at current rates, subject to a bonus of 20 per cent.

ARNHOLD, KARBERG & Co.

tf 1801 Hongkong, 31st October, 1873.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.

AUGUSTINE HEARD & Co.

tf 471 Hongkong, 6th March, 1868.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1958 Hongkong, 15th October, 1868.

IMPERIAL FIRE INSURANCE CO.

FOR Insuring Houses and other Buildings, Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbours, or Dock, and the Cargoes of such Ships; also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, FROM LOSS OR DAMAGE BY FIRE.

The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of $50,000 on any one First Class Risk.

GIBB, LIVINGSTON & Co.

Hongkong, 1st January, 1867.

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—

Not exceeding Ten days ½ of the annual rate
Not exceeding 1 month ¾ of the annual rate
Above 1 month, and not exceeding ..... 3 " 4 do. do.
Above 3 months and not exceeding ..... 6 " 8 do. do.
Above 6 months the full annual rate.

GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.

tf 675 Hongkong, 13th August, 1869.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 765,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15 %, for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.

RUSSELL & Co.,
Agents.

tf 1089 Hongkong, 9th July, 1872.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,
General Agents.

tf 951 Hongkong, 17th April, 1873.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20 % allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, on reasonable terms.

HOLLIDAY, WISE & Co.

tf 1363 Hongkong, 26th July, 1872.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

IN conformity with the Special Resolutions adopted and confirmed at the Extraordinary Meetings of Shareholders held on the 1st and 15th instants, altering Clauses Nos. 130, 131, 132, and 133 of the Articles of Association, (such changes to take effect from 1st November, 1871), the Net Profits of the Company will, from that date, be distributed as follows, viz.:—

Two-thirds (2/3rds) to *all contributors*, whether shareholders or not, in proportion to the net amount of premia contributed by each.

One-third (1/3rd) to Shareholders generally, according to the number of shares held by each.

AUGUSTINE HEARD & Co.,
General Agents.

tf 314 Hongkong, 16th February, 1872.

Insurances.

NOTICE.

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—

Not exceeding Ten days ½ of the annual rates
Not exceeding 1 month ¾ do. do.
Above 1 month, and not exceeding three months ..... 1 do. do.
Above 3 months, and not exceeding six months ..... 1½ do. do.
Above six months the full annual rate.

JARDINE, MATHESON & Co.,
Agents, Alliance Fire Assurance Company.

tf 678 Hongkong, 26th August, 1869.

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—

Not exceeding 10 days ½ of the annual rate.
Not exceeding 1 month ¾ do. do.
Above 1 month and not exceeding 3 months ..... 1 do. do.
Above 3 months and not exceeding 6 months ..... 1½ do. do.

EDWARD NORTON & Co.,
Agents the Queen Insurance Company.

tf 242 Hongkong, 22nd January, 1870.

IMPERIAL FIRE INSURANCE COMPANY

REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurances viz:—

Detached & semi-detached Dwelling Houses removed from town, and their contents ..... ½ per cent.
Other dwelling Houses, used strictly as such, and their contents ..... ¾ per cent.
Godowns, Offices, Shops, &c., and their contents ..... 1 per cent.

GIBB, LIVINGSTON & Co.,
Agents Imperial Fire Insurance Company.

tf 864 Hongkong, 7th March, 1865.

Insurances.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON.
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent,*
" Hongkong. 1st July, 1867.

THE QUEEN INSURANCE COMPANY.

CAPITAL—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, are prepared to grant Policies against Fire, to the extend of £10,000, on Buildings or on Goods stored therein:

EDWARD NORTON & Co.

tf 241 Hongkong, 22nd January, 1870.

THE GLOBE MARINE INSURANCE COMPANY, LIMITED, LONDON.

THE OOSTERLING SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE SAMARANG SEA AND FIRE INSURANCE COMPANY OF SAMARANG.

THE Attention of Shippers is called to the low rates of Premiums charged by the undersigned Agents of above named Companies, for all steamer risks, subject to a brokerage of 15 per cent.

The "Oosterling," as well as the "Globe," after paying the Shareholders a dividend of 10 per cent. on their paid-up Capital, distribute 25 per cent. of the surplus of the profits pro rata amongst such of the Insurers as have paid during the year £500 and upwards in premium. Particulars can be obtained at the Office of

SIEMSSEN & Co.,
Agents.

tf 40 Hongkong, 16th October, 1873.

HONGKONG MARKETS.

As Reported by Chinese on the 24th January, 1874.

COTTON GOODS.

COTTON YARN, No. 16 s 32	per picul	$107.00 a $117.00
" 20 s 32	"	119.00 a 124.00
" 32 s 42	"	125.00 a 137.00
GREY SHIRTINGS, 7 yds 7½ lbs	per piece	$2.00 a 2.05
" 8 yds 8½ lbs	"	2.30 a 2.55
" 9 yds 10 lbs	"	2.90 a 3.05
WHITE SHIRTINGS, 56 s 60 reed	"	3.25 a 3.50
" 54 s 60	"	2.65 a 2.80
" 46 s 40	"	2.85 a 3.00
WHITE SPOTTED DO	per piece	2.40 a 2.55
WHITE BROCADES	"	2.55 a 2.60
AMERICAN DRILLS, 50 yards	"	2.40 a 2.50
" 40 "	"	2.50 a 2.60
GREY T-CLOTH, 24 yds & 22 in. 7 lbs	"	1.35 a 1.80
" 24 " & 36 " 8 lbs	"	2.20 a 2.25
DYED SPOTTED SHIRTINGS	"	2.60 a 2.05
DYED BROCADE Do	"	2.70 a 2.85
DYED DAMASK Do	per piece	3.00 a 3.30
CHINTZ	"	1.00 a 1.05
HANDKERCHIEFS, Blue	per doz.	0.55 a 0.70
" Brown	"	0.62 a 0.68
" Red	"	0.80 a 0.85
VELVETS, Black, 22 inch	per yard	0.22 a 0.23
" Gentian, 22 "	"	0.19 a 0.20
VELVETEENS, Black	"	0.24 a 0.25

WOOLLEN GOODS.

SPANISH SERIPES	per yard	0.32 a 0.33
LONG ELLS, *MM* Scarlet	per piece	8.60 a 9.70
" " Assorted	"	9.20 a 9.30
" *HH* Scarlet	"	9.50 a 9.60
" " Assorted	"	9.10 a 9.20
CAMLETS, SSS	"	15.50 a 17.50
" SS	"	19.00 a 19.50
" S	"	20.00 a 20.50
" *BBB*	"	22.00 a 23.50
LASTINGS, *DD*	"	14.50 a 15.00

METALS.

IRON, Nail Rod Nos. 1 & 2	per picul	4.10 a 4.20
" Hoop	"	5.50 a 5.75
" Bar	"	4.00 a 4.10
" Wire	"	9.80 a 10.50
LEAD	"	7.80 a 8.30
STEEL, English	per lub.	4.40 a 4.50
" Swedish	"	5.00 a 5.25
TIN, Malacca	per picul	32.00 a 33.50
TIN PLATES	per box	8.00 a 8.20
SPELTER, Metal	per picul	25.00 a 27.00
QUICKSILVER, English	"	170.00 a 172.00
" American	"	170.00 a 174.00
SPELTER	"	7.50 a 7.75

PRODUCE

COTTON, Shanghai	"	13.50 a 14.00
" Ningpo	"	14.50 a 15.00
" Tientsin	"	14.00 a 14.50
" Shantung	"	14.50 a 14.60
" Bengal	"	11.00 a 15.50
ALUM	per picul	1.70 a 2.00
SHEETING, Japan white	"	3.90 a 4.20
" Black	"	3.55 a 3.80
RICE, Bengal, Cargo No. 1	"	2.15 a 2.50
" " 2	"	2.20 a 2.25
" Siam, white	"	1.75 a 1.80
" " mill cleaned	"	1.55 a 1.60
" Manila	"	2.35 a 2.40
" Java	"	2.00 a 2.10
" Singapore	"	1.70 a 1.75
" Saigon	"	1.40 a 1.45
" Arracan	"	2.10 a 2.15
" Rangoon	"	2.35 a 2.40
SALTPETRE	"	6.00 a 6.50
COAL, Anjer	per ton.	
" English steam	"	15.00 a —
" American Anthracite	"	14.50 a —
" Sydney	"	12.00 a —
WINDOW GLASS	per box.	3.90 a 4.00
STRAITS PRODUCE, &c.,		
SAPANG, Straits	per pol.	6.00 a 6.20
" Bonjar	"	4.85 a 5.10
PEPPER, White	"	22.00 a 23.00
" Black	"	15.50 a 16.00
BETEL NUTS	"	3.25 a 4.00
SANDAL WOOD Malabar	"	4.30 a 4.40
" South Seas	"	17.00 a 18.50
SAPAN WOOD, Manila	"	1.70 a 2.00
" Siam	"	2.20 a 2.65
FLOUR, California, per sack of 50 lbs	"	1.60 a 1.62
" American, per barrel of 200 lbs	"	8.75 a 8.80
WHEAT, Tientsin	per pol.	1.80 a 1.95
" California	"	2.25 a 2.30
SUGAR, Canton white, 1 s 8	"	6.75 a 7.20
" Dk. Brown	"	3.60 a 3.80
" West Coast, Dk. Brown	"	3.30 a 3.30
" Manila, Dry White	"	4.20 a 4.50
" Dk. Brown	"	3.25 a 3.90
CAMPHOR, packed	"	10.00 a 15.50
PEAS, White	"	2.40 a 2.45
" Green	"	3.10 a 3.25
" Black	"	1.70 a 1.75
" Yellow	"	2.05 a 2.10
MUSHROOMS	"	55.00 a 65.00
SEAWEED, Green	"	2.00 a 2.45
" Cut	"	2.85 a 3.00
MUSKETS, Dry Siam large	"	8.75 a 14.00
" " middle	"	6.75 a 8.25
VERMICELLI, Tientsin	"	3.20 a 3.70
BEEF WAX, Japan	"	14.50 a 15.00
" Hankow	"	67.00 a 68.00

SHIPPING IN THE CANTON WATERS.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
HONGKONG.					
STEAMERS.					
Avoca	Andrews	Brit. str	1008	P. & O. S. N. Co	
Bremar Castle	Marshall	Brit. str	2500	Jardine, Matheson & Co	
Consolation	Cormack	Brit. str	786	Gilman & Co	
Dang Wee		Ann. str	250	Aug. Heard & Co	
Douglas	Barnie	Brit. str	864	D. Lapraik & Co	East Coast
Egeria	Entwisle	Ger. str	1006	Siemssen & Co	
Fame	Vickry	Brit. str	116	H. K. & W. Dk. Co	*Tug Playing*
Great Republic	Howard	Amr. str	4000	P. M. S. S. Co	Y'kohama, &c.
Kinshan ‡	Gary	Brit. str	1050	A. Heard & Co., Agents	
Kiu-Kiang ‡	Benning	Brit. str	1061	A. Heard & Co., Agents	
Lap Tek	Thebaud	Brit. str	463	D. Lapraik & Co	
Madras	Bernard	Brit. str	1184	P. & O. S. N. Co	*In Dock*
Ningpo	Rayner	Brit. str	761	Siemssen & Co	Ningpo, &c.
Norna	Koob	Brit. str	606	Kwok Acheong	
Powan	Benning	Brit. str	1899	A. Heard & Co., Agents	*Laid up*
Poyang		Brit. str	821	A. Heard & Co., Agents	*Laid up*
Prince Albert		Brit. str	180	Acheong	
Pantuzet	Barros	Amr. str	230	A. Heard & Co., Agents	
Sir J. Jeejeebhoy		Brit. str	101	Acheong	
Travancore	A. Symons	Brit. str	1990	P. & O. S. N. Co	
Yangtsze	Corner	Brit. str	782	Siemssen & Co	*In Dock*
Yesso	Ashton	Brit. str	625	D. Lapraik & Co	
Yot-tung	Rasmussen	Brit. str	832	Acheong	*Laid up*
White Cloud §	Carroll	Brit. str	380	A. Heard & Co., Agents	
‡ *Running between Hongkong and Canton.* § *Running between Macao and Hongkong.*					
SAILING VESSELS.					
Anna	O. Mathiesen	Ger. sh	549	Wm. Pustan & Co	
Anna	Jessen	Ger. bk	440	Wm. Pustan & Co	Iloilo, &c.
Anita	Nielsen	Dan. bk	250	Ed. Schellhass & Co	
Ariadne	W. Holtz	Ger. bk	260	Order	Hamburg
Brema	Schweitzer	Ger. bk	380	Aug. Heard & Co	New York
Bezar	Heigh	Brit. sh	902	Jardine, Matheson & Co	
Bun Cuao	Tams	Siam. bk	338	Chinese	
Candelaria	Barredo	Span. bk	407	Remedios & Co	
Cashmere	Norton	Amr. sh	937	Olyphant & Co	Shanghai
Cap-sing-moon	Sorensen	Brit. bk	476	S. E. Burrows & Sons	
Chateaubriand	Herve	Fren. bk	387	Carlowitz & Co	Saigon
Christoph	Riage	Ger. bg	270	Wm. Pustan & Co	
C. L. Taylor	O. B. Sears	Amr. bk	487	Siemssen & Co	
Columbo	H. N. Hemer	Brit. bk	384	Aug. Heard & Co	Melbourne
Contest	Kramer	Siam. bk	336	Chinese	
Cutty Sark	Vorrath	Siam. bk	474	Chinese	
Ellen	H. Kindred	Brit. bk	500	Captain	
Endeavour	Warland	Amr. sh	960	Purdon & Co	Manila
Evening Star	Brahn	Siam. bk	414	Chinese	
Fontenaye	Taylor	Brit. sh	634	Jardine, Matheson & Co	
Fyen	Caspersen	Dan. bk	311	Siemssen & Co	
Fortune	Schult	Siam. bk	427	Chinese	
Goliah	S. P. Andersen	Siam. bk	447	Chinese	
Gnetty	Johansen	Ger. bk	248	Ed. Schellhass & Co	
Haidee	Thos. Stewart	Brit. sh	857	Aug. Heard & Co	Manila, &c.
Handy	V. Hansen	Siam. sh	663	Chinese	
Hera	Dickinson	Brit. sch	478	Chinese	
Hongkong	D. Barainca	Peru. bk	458	Wm. Pustan & Co	
Iconium	J. Margrom	Amr. bk	659	Vogel, Hagedorn & Co	San Francisco
Jean Sands	Lefavour	Brit. sh	631	Aug. Heard & Co	
Kersar		Dan. bk	317	Messageries Maritimes	
Kvik	Amundsen	Nor. bg	188	Arnhold, Karberg & Co	
Lennox Castle	W. Stewart	Brit. sh	699	Jardine, Matheson & Co	
Lucre	Colberg	Siam. bk	432	Chinese	
Matilda Atheling	Wherrat	Brit. bk	676	Jardine, Matheson & Co	
Mary Anne	Minster	Ger. bk	518	Reinedico & Co	Manila
Mocg Bailly	Gaston	Fren. sch	380	Order	
New Granada	Bauer	Ger. bk	340	Ed. Schellhass & Co	
Ocean	Jansen	Ger. bg	225	Ed. Schellhass & Co	
Paradies	Papp	Ger. bk	356	Vogel, Hagedorn & Co	London
Peri	F. G. Crantz	Ger. bg	275	Siemssen & Co	
Scotland	Holcomb	Amr. sch	78	H. Cohen	
Selim	James Dick	Brit. bk	723	John Bard & Co	Manila, &c.
Siamese Crown	J. J. Witt	Siam. sh	532	Chinese	
Sparrowhawk	Calhoun	Brit. bk	445	Rozario & Co	San Francisco
Sumatra	J. Mullin	Amr. sh	1072	Russell & Co	
Tay-Watt	Suss	Siam. bk	654	Chinese	
Vesta	Hoost	Ger. bk	700	Wm. Pustan & Co	Channel f. o.
RECEIVING VESSELS & HULKS.					
Chase	Webster	Pw.-Mag.	383	Harbour-Master	
Fort William	Purchase	Hulk	1000	P. & O. Co	
John Adam	Stroud	Hulk	318	Water Police	

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
CANTON.					
Chen jui	Poynter	H.I.C.M.	g.b.		
Chen-to	Robinson	H.I.C.M.	g.b.		
Ching-Sing	E. Choy	H.I.C.M.	g.b.		
Demerara				Customs Chop	
Fee-loong	Wright	H.I.C.M.	g.b.		
Fei-ho	Clayson	H.I.C.M.	g.b.		
Feiwan	Graves	Brit. str		A. Heard & Co., Agents	*Laid up*
Ling-fang	Cocker	H.I.C.M.	g.b.		
Mun-nien-taing	Sum-shin-fat	H.I.C.M.	cor.		
Ngan-tun	Stewart	H.I.C.M.	g.b.		
Sui-Tsing	Stewart	H.I.C.M.	g.b.		
Sun-Chee	Clark	H.I.C.M.	g.b.		
Ta-an-lan	Le Buch	H.I.C.M.	cor.		
Tien-Po		H.I.C.M.	g.b.		
MACAO.					
Agustina	Barrier	Porn. sh	947	Olano	
Callao	A. de Aranoon	Porn. sh	1552	Pearce	
Francisco Calderon	Perks	Peru. str	1200	Pearce	
Fray Benita	Angel Fulle	Peru. sh	501	Tutor	
Loin	J. A. Bueno	Peru. sh	590	Olano	
Macao	Vidurazaga	Peru. sh	1076	Pearce	
Nil Desperandum	Griffin	Brit. bk	346	Order	Sourabaya
Nuevo Providencia	Vidurazaga	Peru. sh	947	Tutor	
Oracle	Erquiaga	Peru. sh	1231	Astorquia	
Peru	Bueugoitia	Porn. sh	690	Tutor	
Providencia	J. Yaserinia	Peru. sh	660	Tutor	
San Juan	A. Urtubiaga	Brit. sh	1450	Garcia y Garcia	
Spark ‡	Wilson	Brit. str		A. Heard & Co., Agents	
Yeabel	Funa	Peru. sh	1314	Garcia y Garcia	
‡ *Running between Canton and Macao.*					
SWATOW. *In port on 20th January, 1874.*					
Anna	Eisenman	Ger. bk	227	Dircks & Kruger	Singapore
Augusta	Bernard	Fren. bk	844	Dircks & Kruger	San Francisco
Augusta	Maider	Ned. bk	174	Order	
Condor	Kroll	Ger. bk	427	Dircks & Kruger	
Fürst Bismarck	Krause	Ger. bk	271	Dircks & Kruger	Bangkok